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THE THUNDER BAY HISTORICAL SOCIETY

Eighteenth and Nineteenth Annual Reports

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PAPERS OF 1926-27 AND OF 1927-28

ORGANIZED IN 1908

THE THUNDER BAY HISTORICAL SOCIETY

Eighteenth and Nineteenth Annual Reports

PAPERS OF 1926-27 AND OF 1927-28

ORGANIZED IN 1908

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THUNDER BAY HISTORICAL SOCIETY

18th and 19th ANNUAL REPORTS

OFFICERS

Honorary President

Right Honorable Sir George E. Foster

Honorary Patron and Patroness

Mr. and Mrs. W. M. W. J. Mackenzie

President	Mrs. Peter McKellar
Vice-President	Mr. C. W. Jarvis
Secretary-Treasurer	Miss M. J. L. Black

Executive Committee

Mrs. John King, Miss Robin, Capt. McCannel,
Mrs. G. A. Graham

Auditors

Mrs. C. W. Jarvis and Miss Pamphylon

THE THUNDER BAY HISTORICAL SOCIETY

TREASURER'S REPORTS

Receipts 1926-27

1	Balance in bank	$43 00
	W. W. Vickers	5 00
	C. Perry	1 00
	Mr. and Mrs. McKenzie	3 00
	Capt. McCannel	1 00
	Miss Stafford	2 00
1927	Mr. [illegible] R. Vickers	2 00
	Miss Black	1 50
	Mr. and Miss Copp	3 00
	Mr. and Mrs. McKenzie	2 00
	Mr. and Mrs. John King	2 00
	Miss Robin	1 00
	Mr. and Mrs. C. H. Philpot	1 50
	Capt. McCannel	1 00
	Mrs. F. A. Sibbald	1 00
	Miss Pamphylon	3 00
	Mr. F. C. Perry	1 00
	Mrs. W. J. Hamilton	1 00
	Mrs. Kirkup	1 00
	Miss Weigand	1 00
	Mr. G. H. Armstrong	1 00
		$77 40

Disbursements 1926-27

C.N.R. Express	$11 14
Postage	2 00
Times Journal	6 30
Canadian Historical Association	10 00
Livery for carriage	5 00
	$34 44

Receipts 1927-28

1927	Balance	$42 96
	Mr. D. Smith	2 00
	Miss E. G. Jones	1 00
	Mr. and Mrs. McKenzie	1 50

1928		
Apr 2	Mrs Copping	1 00
	Miss Bohlr	1 00
	Mr and Mrs A. F. Hawkins	2 00
	Mr and Mrs. G. R. Duncan	2 00
	Mr F. T. Duncan	1 00
	Mr and Mrs. John King	2 00
	Dr and Mrs. Stewart	2 00
	Mrs Sibbald	1 00
	Miss Black	1 00
	Mr and Mrs McKellar	5 00
	Mr and Miss Copp	5 00
	Mr G Connon	1 00
	Mr and Mrs. Jarvis	2 00
	Capt. McCannell	1 00
		$68 46

Disbursements 1927-28

Expenses in connection with Dr Coyne	$ 7 50
Advertising	4 80
Canadian Historical Association	5 00
	$17 30
Balance in bank	51 16
	$68 46

PRESIDENT'S ADDRESS

In this Annual Report of the Thunder Bay Historical Society which I have the honor to present it is my desire to outline or recall briefly the principal items of interest which it has been our privilege to enjoy.

This year has been a signal one due to the Diamond Jubilee Celebration of Confederation of the several provinces of Canada into one Dominion and the attention of Canadians generally as well as that of our citizens locally was for months prior to the historical day centered upon this one great event.

Our Historical Society on this occasion was accorded an important and honored part in our city's demonstration. Our pioneer citizen Mr Peter McKellar who was residing in this city at the time that Confederation of the Provinces took place and who was the organizer and first President of our

Historical Society, together with several other members, drove in the civic procession, depicting the period of 1867. This particular feature, reminiscent of the early days was unique in character and was much appreciated by the citizens generally.

Several valuable historical papers have been presented at our meetings, and have contributed in no small measure to the interest and enjoyment of our members. These are being recorded permanently in our annual publication. We are indebted to the contributors of these splendid articles and our future citizens will also share this indebtedness for these.

We are pleased to note that another site of historical significance has been recognized by the erection at Pointe de Meuron of a cairn by the Historic Sites and Monuments Board of Canada, to mark the trail of the Indians in the years gone by. Through the generosity and co-operation of Colonel Young this has been made possible, and we trust that our Historical Society will succeed in the not distant future in having their efforts of years crowned with the erection of a monument marking this important site of the landing of the famous De Meuron soldiers who played such a decisive part in the historic development of Canada.

We deeply regret having to record the passing of one of our esteemed charter members, Miss Stafford of Port Arthur. Miss Stafford never failed in her interest in our Society and was always ready to give assistance as long as her health permitted. We also deeply regret the passing of Mr. W. W. Vickers of Toronto, who was always interested in the history of Fort William and who penned some valuable contributions for our Society, two of which will be included in this year's annual report.

We have been pleased to receive some new members in our ranks, and we have benefited much from their interest and kindly co-operation.

We are sorry indeed that Mrs. W. J. Hamilton, one of our pioneer members has seen fit to leave our midst to reside in Vancouver, but we feel assured that Mrs. Hamilton will always hold dear the interests and welfare of our Society.

And lastly, I wish to take this opportunity of expressing to all the members my sincere gratitude for their continued interest and kindly assistance in the work of our organization.

Respectfully submitted,

Carlotta S. McKellar

President.

PETER McKELLAR

BY FLORENCE N SHERK

I first saw Peter McKellar, pioneer mining engineer explorer and geologist, on Wednesday September 25, 1901, on the occasion of the Royal visit to Fort William, of the Duke and Duchess of York, now King George and Queen Mary. There were no florists in Fort William in those days, so the garden of the old McKellar homestead furnished the asters which Mr McKellar held ready for presentation to the Duchess by Miss Edith Sellars.

As early as 1864 Peter McKellar was engaged by a company comprised of Messrs Walbridge, Herrick and John McIntyre to carry on mining explorations in the Thunder Bay district John McIntyre an officer of the Hudson's Bay Company but acting for the mining company in a private capacity, with Mr Herrick a surveyor had authority to purchase any locations recommended by Peter McKellar, who was to receive one third of the profits, the company's share being two thirds. Mr. McKellar took his two brothers, John and Donald into partnership. In 1869 he was placed in charge of the second party on the occasion of making the survey of Lake Nipigon, having been appointed to this important position by Dr Bell, F.R.G.S., who was second in command of the Geological Survey, and next to Sir William Logan. At that time there was only one boat on Lake Superior, between Sault Ste. Marie and Fort William, and it took ten days for the round trip. Dr Bell was rejoiced to find at the Head of the Lakes an expert geologist and experienced explorer to take charge of his second party Dr Bell was still more pleased when he learned that Peter McKellar understood quite well the operation of all the scientific instruments, while his knowledge of local conditions made him independent of the Indian guides Under Peter McKellar the second party made a most successful survey of the Lake Nipigon District. In the following year Dr Bell induced this versatile explorer to take charge of the survey of Black Bay, White River, Whitefish Lake, Little Pic River and the Slate River Dr Bell taking the Big Pic, Long Lake and adjacent localities.

Mr McKellar with his special education and training in surveying, mining, engineering and geology gained wide prominence in the west as a real pioneer in mining explorations on the north shore of Lake Superior.

In that region he discovered the first gold mine, the first silver mine, the Thunder Bay Silver Mine and the Huronian Gold Mine. His partners John and Donald McKellar discovered in the same region the first zinc mine, and the first iron mine, the Atikokan and the firm of McKellar Brothers made many other important mining discoveries.

Peter McKellar has been superintendent of the Huronian Gold Mine 1882-84, superintendent of exploration and development work of the Toronto and Western Mines Development Company in the Seine River and Lake of the Woods District 1897-98, and for many years engaged extensively in mining and real estate business in Fort William. He has travelled east, west and south in the United States, and knows Canada from Quebec to Victoria. In company with a party of members of the American Association for the Advancement of Science, he spent several months in Yellowstone Park, and the Hawaiian Islands, and has also travelled extensively in Great Britain, France, Italy, Switzerland, Egypt and Palestine. His literary work included many brochures on mining and geology, read before important meetings of scientific societies, one of these the Framework of the Earth read before the annual meeting of the American Geological Society at Chicago in 1920, attracted the attention of scientists generally. His inventive genius has devised a rock breaker and pulveriser and a rotary engine.

His scholarship has been recognized by life membership in the London Geological Society, membership in the American Geological Society, the American Association for the Advancement of Science, and the Royal Society of Arts, London, and he has made many valuable contributions to the literature of those societies.

As a good citizen he has served as president of the Thunder Bay Historical Society for twenty years, as councillor in the municipalities of Thunder Bay and Shuniah, as reeve and councillor in Neebing, as charter member of the original Kaministiquia Club established in 1878, as well as in the reorganized club, and is a valued member of the Canadian Club and the Board of Trade.

Mr. McKellar was born in Middlesex County, Ontario, April 27, 1838, and though in his 90th year is as hale and strong in mind and body as most men of seventy.

SHIPPING ON LAKE SUPERIOR

BY JAMES McCANNEL, MASTER, C.P.R. S.S. ASSINIBOIA

While Lake Superior, the greatest of our inland seas, was known to some of the Jesuit missionaries and early explorers, yet the development of the marine trade on the Lake took place at a later date than on the other lakes. The falls of St. Mary's was one of the principal obstacles with which the hardy voyageurs had to contend, necessitating unloading the canoes and carrying the freight across the portage, and reloading them at the head of the rapids. The early settlers usually located along the shores of the lakes and rivers as they afforded the only means of transportation at that period, the railway not having yet come into existence. From the early days the canoe, batteau and York boat for many years took care of what little trade was offered. These finally gave place to the small sail boat and coasting schooners. With the increase of trade the dimensions of the vessels increased until in the early seventies there were registered on all our lakes upward of 1400 vessels of all descriptions, many of them models of architectural beauty and manned by as fine a body of sailors as the world ever knew. In 1816 the first Canadian steamer, the Frontenac, was built and launched on Lake Ontario, and for many years there was a rivalry between steam and sail. Finally the latter was slowly but surely losing ground and to-day there is only a handful of this grand fleet left. The first steamers were all of the side wheel type and they [illegible] gradually gave way to the propeller type.

The Indian traders from the west going down to Montreal with their furs often had pieces of native copper which they stated came from the shores of a lake far to the west, but owing to native superstition would not reveal the locality from whence it came. In the summer of 1622 the French explorers Brule and Grenolle arrived at the Soo and were the first white men that ever gazed on the broad expanse of Lake Superior. Later they were followed by Jesuit missionaries. In 1767 Alexander Henry, a fur trader who miraculously escaped Pontiac's massacre at Michilimackinac, being rescued by a friendly Indian, wintered at the Soo and was the first white man who attempted to develop the copper industry of Lake Superior. He went to Mackinac in the spring and happening to meet a Mr. Baxter, who had lately arrived from England, interested him in his reports about copper on the lake. They organized the first mining company on Lake Superior. Mr. Baxter left for England and succeeded in interesting several people of note in his mining scheme, among cester and others. Having returned from England in 1770, he and Henry wintered at the Soo, where they built a barge fit for the lake and laid the keel of another schooner to carry about 40 tons. This early ship yard was located at Point Aux Pins, about six miles above the rapids where to-day is located one of the most ideal summer resorts to be found on the lakes, and often as the steamers pass up and down the beach is lined with a happy throng. Here at the same place Henry and Baxter erected an air furnace for smelting copper ore, being the first of its kind built in the Lake Superior District. Here also Baxter resided for a number of years, the spot becoming for a time a place of some importance. Schoolcraft, the authority on American Indians, about 1828 noted that at Point aux Pins was located a ship-yard of considerable importance where vessels were built for the fur traders. The pioneer mining company does not seem to have lasted very long, and the only trade carried on for many years afterward was by the different fur companies. Annually fleets of canoes passed up and down between Montreal and Fort William and to facilitate matters at Sault Ste. Marie the North West Fur Company built a small canal on the Canadian side in 1797 which was destroyed by the U. S. forces in 1814. About 1840 reports of copper on the south shore began to attract the attention of those who sought the yellow metal and many prospectors were to be found who fitted out at the Soo for their trips in the wilderness. In many instances evidences were found where mines had been worked by some prehistoric race. A young geologist of much promise, Douglas Houghton, was sent up to do some exploratory work but unfortunately he lost his life in October 1845 near Eagle River by the capsizing of his sail boat. During this period several small steamers began to come up as far as the Soo with supplies which had to be transported across the portage and loaded on the small craft which carried it to its destination. McKnight and Company did a thriving business at the portage which began to increase rapidly and miners were at work along the Keweenaw Peninsula where to-day is located one of the largest copper industries in the world. The rapids at the Soo presented a barrier and caused delay. Soon men of vision began to talk about building a canal which was not looked upon very favorably at Washington and even the residents of the Soo were not in favor of it, as they realized that once the canal was constructed many of them would be thrown out of employment. Captain Averill of Chicago seeing that the handling of freight by sail on Superior was rather uncertain and slow saw there was an opening for a steamboat and in the early fall of 1845 arrived at the foot of the rapids with a small propeller Independence which had on them His Majesty King George the Third, the Duke of Glou-board the necessary equipment. Immediately he set to work to haul the vessel out on the land and had her moved over the portage on rollers, and launched above, the process occupying about seven weeks. The steamer was then loaded with freight and proceeded up the Lake, the ports of call at that time being Fort Wilkins, where a small garrison was maintained by the U.S. (This place is now called Copper Harbour) the next places being Eagle Harbour, Eagle River and Lapointe on Madeline Island, where Father Marquette many years previously had established a mission, being the last port of call. Some time later Ontonagon and Superior came into being. In the fall of 1853 the propeller Independence shortly after landing on her last trip of the season, laden with freight and a few passengers was destroyed by the boiler exploding and four men lost their lives, November 22. Thus ended the career of the first steamer that ever sailed on Lake Superior and it was also the first steamboat disaster on that Lake. In all, seven side wheel steamers and propellers were transported around the rapids before the opening of the first American canal in 1855, namely the Independence, Julia Palmer, Baltimore, Sam Ward, Manhattan, Monticello and Peninsular. I have heard it said that the Julia Palmer made a trip around the north shore of Lake Superior as far as Fort William. Of this event we have no authentic record. Perhaps some day some old Hudson Bay records may come to light to verify it, for it is not likely that such an important event as this would pass by without some mention being made of it.

The work on the canal on the U.S. side was first undertaken and on the 18th of June 1855 the first steamer, the side-wheeler Illinois, under the command of Captain Jack Wilson passed through the locks, bound up, and it has the honor of making the first trip from the lower lakes to Lake Superior. This popular captain had sailed steamers on Superior prior to this, and unfortunately a few years later lost his life in the ill-fated steamer Lady Elgin when she was sunk by the schooner Augusta and 293 people lost their lives.

We shall now direct our attention to the marine interests on the Canadian side of Lake Superior as this was the original purpose of this paper. In looking through the canal records we find that the first Canadian craft to lock through was the small schooner Isabel, Captain Tones, master, in the season of 1858 paying the minimum toll of $6.00. The Northwest Territory at this time was little known to the people of Canada, outside of the Hudson Bay Company. The Dominion Government set aside an appropriation and organized and sent out a geological expedition under Professor Henry Yule Hind to survey a wagon road from Fort William to Fort Garry, and report on the natural resources of the country. This expedition left Toronto July 23, 1857, and next day boarded the side-wheeled steamer Collingwood (formerly named Kaloolah), Captain McLean, master, and sailed for Fort William. This steamer passed through the canal July 27, and was the first registered Canadian steamer that ever sailed on Lake Superior. It arrived outside the bar at Fort William, 4 p.m. July 31st, and anchored. On August 1st the members of this party landed, 44 in number, and the steamer departed for Collingwood. This side-wheel steamer was built by Bidwell and Banta of Buffalo to the order of Alex. MacGregor of Detroit, and was purchased by Canadians and put on the route from Sturgeon Bay to Sault Ste. Marie, Capt. MacGregor, Master. Before the O.S. and H.R.R. was opened to Collingwood in 1855, the route by Holland Landing, Orillia and Coldwater had been used by travellers, and stages connected with Sturgeon Bay, where docks and immigrant sheds were built several years prior to that year. But when Collingwood was selected as the terminus of the railway, this steamer then ran from that port to the Soo, till the close of 1857. While on this run the steamer was sailed by Captains McLean and Butterworth. In 1858 and afterward this steamer was running on Lake Huron and while trying to release a vessel ashore near Saugeen went ashore and was totally wrecked in August, [illegible]. When operating on Lake Huron she was again known under the former name of Kaloolah.

In 1858 some Toronto merchants bought the twin screw propeller Rescue in Buffalo, built in 1855, by Bidwell and Banta and fitted her up to engage in the Lake Superior trade, having secured the contract to carry the mails for the Red River settlements. This steamer under the command of Capt. James Dick, (a family well known in marine circles on Lake Ontario) left Collingwood at 10.30 a.m. July 12, 1858, with passengers and mail on her first trip to Fort William, and anchored outside the bar at 7.00 p.m. on the 15th. The following morning they sailed down to Grand Portage, where Captain Kennedy, along with two Indians, took charge of the mail and in a birch bark canoe conveyed it to its destination over the old trail formerly used by the North West Fur Company. This trip of the steamer Rescue was the beginning of the great North West trade which we have today. The ports of call on the north shore of Lake Superior of that time, like those on the south shore, are not used to any great extent nowadays. After leaving the canal, steamers called at Point Aux Pins, Batchewana, Mamainse Mine, Michipicoten Harbour, the Pic, Red Rock (Nipigon) and Fort William, and at a later period Silver Islet and Prince Arthur's Landing. There were no docks at that period. Vessels usually anchored and the freight was transferred to shore by small boats and scows. In 1860 when the Prince of Wales, afterwards King Edward the Seventh, visited Collingwood this steamer was chartered to convey the Royal Party on a trip around the bay. During the Fenian Invasion, in 1866, she was doing patrol duty on the lakes. In 1863 from canal records this steamer made two trips to Fort William, for a number of years being engaged in towing on the lower lakes, and finally was dismantled on the St. Lawrence in 1874.

In the season of 1855 an opposition steamer appeared on the scene, the side-wheel steamer Ploughboy, being brought from the river and Lake Erie trade. One of the principal owners was a member of Parliament and whatever methods were adopted to wrest the mail contract from the other steamer we know not, only it gave rise to much criticism on the floor of the House at a future date. This steamer also was transferred to the Lake Huron run from Sarnia to Saugeen, calling at intermediate ports. The Ploughboy was built at Chatham, Ontario, in 1851, and later the name was changed to the T. F. Parks, when it was used for towing purposes on the lower rivers and finally burned at Detroit in 1870.

In 1864 another steamer owned by Carruthers of Toronto arrived at Collingwood to engage in the Lake Superior trade under the command of Capt. Thomas Leach. Built at Niagara in 1840, for Heron and Dick for the Royal Mail Service, and known as the City of Toronto. In 1861 the owners gave her to the Abbey Brothers of Port Robinson in part payment for a new vessel they were building, and she laid at that port for some time, finally disposing of her to Capt. Dustan, who had her towed to Detroit, where she was completely rebuilt and the name changed to Racine. In rebuilding, this steamer was remodelled and instead of the clipper bow she appeared with a straight stem, and the main and mizzen masts were removed. In 1864 the steamer was again registered in Canada, under the name of Algoma and passed through the Soo canal May 9th on her first trip to Fort William with passengers, mail and freight. Some time after this she was sailed by Captain Perry whose brother kept the light-house on Isle St. Ignace where there were some mining operations carried on. On the last trip of the season, he had intended to call and take his brother off but owing to stress of weather, fuel and supplies running short, the captain decided to go on, and sent a wire to Duluth to have some of the Hudson Bay Company's men call for his brother. Unfortunately the latter, left alone, tried to make his way to Fort William along the bleak barren shores of Superior. He never arrived but some time afterward his body was found frozen in the shore ice, partly mutilated in a little bay west of Silver Islet, and the bay to-day is known as Perry's Bay. The last trip of the Algoma was in 1874, when along with some other boats she steamed out of Collingwood harbour as an escort accompanying the Steamer Chicora, which was leaving there on a cruise of the Great Lakes having Lord Dufferin, the Governor General and suite on board. On this occasion the Algoma was sailed by Capt. Dan Cameron, a member of a well known sailor family of that port. Being condemned for further service, she laid dismantled at the dock, was eventually burned and drifted across to the west side of the harbour where her remains lie buried in the sand. While engaged in the Lake Superior trade, she was sailed by Captains Leach, Perry, Symes and Orr, and many of the young men from Collingwood and vicinity commenced their sailing career on this boat.

At Halifax, after the Civil War in the United States, there lay the famous blockade runner "Let-Her-B", built at Liverpool for the Bee Line. During that time, she made about eight successful voyages from some of the West Indian ports to Charleston, S.C. She was hotly pursued on one occasion by the fleet of the Northern States. The Atlanta and the Connecticut kept up the chase for 15 hours, although they finally gave it up, but not before considerable damage was done to the "Let-Her-B." Captain Coxetter, who claimed to have sailed her at that time, was a familiar figure around Port Arthur during the seventies, and with his wife lies buried at Savanne. The Milloys of Toronto bought this steamer and brought her to Collingwood in 1868, to go in the Lake Superior trade. They had a part cabin built for the accommodation of first class passengers. This steamer was built of iron, having most graceful lines, with two long rakish funnels placed fore and aft giving her a smart appearance, and for that period she was considered very fast. In order to pass through the canals, she was cut in two, and joined at Buffalo and ran from Collingwood, Fort William and Duluth from 1869 until September 1875. For a couple of seasons she laid in ordinary when she was again towed to Buffalo, cut in two and taken to Lake Ontario. This same Steamer Chicora, for many years ran from Toronto and Niagara. Now she is used as a tow barge around Toronto and the name was changed to Warrenko. In 1870 the Chicora was one of the steamers that carried Lord Wolseley's Expedition to Fort William. The captains who sailed her were MacLean, Tripp, MacGregor and Orr. Captain William Manson was in charge when she was taken to Lake Ontario in 1877 and for several seasons this promising young man was first officer on her. He died in Toronto in 1878.

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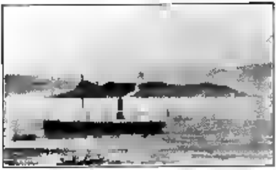
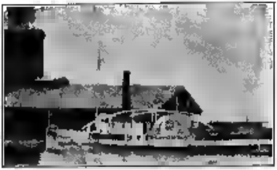


WENQUE



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[illegible]

[illegible]

W. S. [illegible]

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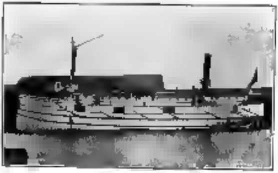
CUMBERLAND



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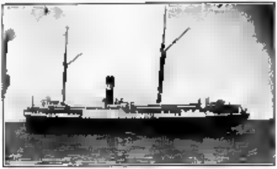

CAM[illegible]NA

MAJESTIC

CITY OF COLLINGWOOD

The side-wheel steamer Waubuno was built at Thorold in 1865 for the Beatty Brothers, for the Georgian Bay trade from Collingwood to the Soo, and was sailed by Capt. J. B. Symes. On August 9th 1867 the Waubuno passed through the canal on her first trip to Lake Superior having the Dawson party on board. Mr. Dawson established the famous Dawson route from Port Arthur over which the Wolseley Expedition travelled in 1870 on their way to Fort Garry. Some years after this the little steamer made several trips to Fort William and was sailed by Captain P. M. Campbell. On November 22, 1879, the Waubuno foundered in the Georgian Bay while on her last trip of the season between Collingwood and Parry Sound, all on board being lost. Captain Burkett was the commander.

In 1867 the steamer Frances Smith was built at Owen Sound for the Georgian Bay trade, was one of the finest equipped steamers at that time on the lakes, and was sailed by Captain Smith. Her first appearance at Fort William was during the Red River Rebellion in 1870 when she carried supplies for the Wolseley Expedition along with the Algoma and Chicora. The Smith was sailed for many years by Captain Tate Robertson of Owen Sound, [illegible] Wilson and [illegible] until 1887 when she was purchased by the Georgian Bay Transportation Co., now the Northern Navigation Company. The Smith's name was changed to the Baltic, running from Collingwood to the Soo and Mackinaw for several seasons. In 1893 she ran to Chicago, and finally went by the fire route at Collingwood in 1896.

The trade increasing with a passage through Collingwood to the Head of the Lakes required more ships, and two fine side wheel steamers were built at Port Robinson in 1871, namely the Manitoba and the Cumberland. The Manitoba under Captain Symes made four trips that fall to Fort William and the following year was added to the Sarnia Line just begun from that port. Owing to the bar at the mouth of the Kaministiquia River all steamers anchored outside, but in 1873 a narrow channel was dredged through this obstruction and on August 16th 1873 the Steamer Manitoba under the command of Captain Symes entered the Fort William harbour and tied up at the Hudson Bay Company's dock. This was the first steamer that entered the Fort William harbour and the only person, so far as I know, who sailed on her at that time, (1883) and now living is Captain John McNabb, now living retired in Sarnia, who was first officer in 1873. While on the Sarnia Line she was wrecked on Lake Huron. Being released and rebuilt her name was changed to Carmona. Running on various routes until 1900, she was cut in two at

Collingwood and lengthened and her name was changed to Pittsburg. For a couple of seasons she ran from Toledo to the Soo, and was burned at Sandwich at the close of the season of [illegible]

The Cumberland was wrecked on Rock of Ages, in August 1877, grounding during a dense fog, Captain Parsons being Master.

The propeller City of Owen Sound, was built at that port in 1875 as a steam barge during the winter of 1876-77 Cabins were built on her and under the command of Captain John Kennedy she passed through the Soo, May 9th 1877, with passengers and freight. In 1879 she was sailed by Captain McNabb until the close of 1883 In 1884 she was abandoned on the north shore by the crew and the following spring, was released, overhauled and sailed by Capt. La France until she went down near Clapperton Island, Oct., 1887 Sometime afterward she was raised converted into a steam barge, her name changed to Saturn and was finally lost on Lake Huron This steamer was well known to the people around Fort William.

In 1878 the Steamer Annie L Craig was purchased from the United States owners and the name changed to the City of Winnipeg Along with the Owen Sound and the Frances Smith the three were known as the Collingwood and Lake Superior Royal Mail Line. The Winnipeg was built at Gibraltar, Mich., in 1870, and like most of the U.S. steamers of that period had high wooden arches [illegible] sides On July 19th 1881 this steamer was burned at Duluth when three members of the crew lost their lives Captain Kennedy was Master To replace this steamer the owners Smith and Keighley bought the Steamer North in London and brought her to the Upper Lakes. She was cut in two to pass through the canals and when she arrived in Collingwood in Nov 1881 she looked like an ordinary ocean tramp steamer—no house two spars, safe bridge and funnel amidship. The twin-screw Steamer North was built in Glasgow by Aitken in 1873, for the South American cattle trade, and for some time was owned in Cape Town South Africa. The name of this steamer was changed to Campana and during the winter a full cabin was put on her in Owen Sound, when she entered the Lake Superior trade in the spring of 1882 under the command of Captain E. B. Anderson and was considered the finest passenger steamer on the Lakes. In the fall of 1885 this staunch steamer encountered one of the heaviest gales known on that lake. The cabin was stove in both forward and aft, flooding the cabins. Captain Anderson and Mate Alex Cameron were badly injured by the sea and to save the vessel, as she was loading up with ice crew and passengers began to jettison the cargo.

Under the command of the second mate, Hans Halverson, the steamer was brought into Michipicoten Harbour. Hans was a well known figure around Fort William and died there a short time ago. This was probably the hardest time the Campana ever had. With the coming of the new C.P.R. boats in 1884, and having direct communications to the west, the Collingwood Line seems to have gone out of business a few years afterward, and for a time the Campana was chartered by that line. In 1898 she ran from Toronto to Chicago, and latterly on the St. Lawrence River, but finally broke in two on the Wye Rock, in 1912.

In 1896 two new passenger steamers ran from Collingwood to Fort William and Duluth, namely, the Majestic under Captain P. M. Campbell, and City of Collingwood under Captain James Bassett. The latter steamer was built in Owen Sound in 1893 and in that year ran to Chicago. The Majestic was built at Collingwood in 1895, and ran to the Soo. The companies amalgamated and for some time these steamers ran to the Soo and Mackinac. The Collingwood burned at Collingwood in 1905, when three or four lives were lost, and the Majestic burned at the dock at Sarnia in 1915.

In this paper, the writer has dealt principally with the Collingwood and Lake Superior Line as it was the pioneer steamer line to open up and develop the trade from the east to the Northwest Territory and tell the transition from a small beginning with the little steamer Rescue to the enormous trade we have to-day. It is interesting to compare her carrying capacity with the Steamer Grant Morgan, now named the Donnacona, a vessel 625 feet in length. There are a few persons living who have seen all this development take place on the route. The grand old man of Fort William, Peter McKellar, was a passenger on board the Steamer Planet, on her second trip to Lake Superior after the opening of the Soo Canal in 1855, bound for Ontonagon, Mich., where the family spent a few years. Leaving there with his father and brother they crossed Lake Superior in a 25 foot sail boat. At Collingwood is another man named John Wright, over 90 years of age, who as a young man sailed on the Steamer Ploughboy for some time.

Too much praise cannot be given to the pioneer ship masters who blazed the trail, for in earlier years not a single spar buoy or gas buoy marked the dangerous shoals. The only light-house they saw on the whole trip was Whitefish Point light, forty miles above the Soo. In 1859 the light-houses on Nottawasaga Island, Griffith Island and Cove Island were put in operation on the Georgian Bay. When looking over the chart of the north channel there you will see shoals named after most of the early mentioned vessels indicating that at some time or other they found bottom and it is not to be wondered at.

For the purpose of comparison between the early steamers and those of to-day I add a list of dimensions of all save one of the Collingwood and Lake Superior Line from the side wheel steamer Collingwood which was the first to go up the lake down to the City of Collingwood the last of that line

COLLINGWOOD AND LAKE SUPERIOR LINE

1857 1906

Name	Rig.	Where built	Year	Length	Beam	Depth
Kaloolah Collingwood	Sidewheel	Buffalo	1853	[illegible]	[illegible]	[illegible]
Rescue	Propeller	Buffalo	1853	[illegible]	[illegible]	[illegible]
Ploughboy						
T. F. Park		Chatham				
City of Toronto						
Algoma	Sidewheel	Niagara	[illegible]	[illegible]	[illegible]	
Waubuno		Thorold	[illegible]	[illegible]	[illegible]	
Le [illegible]						
Wa[illegible]		Liverpool G. B.	1864	[illegible]	[illegible]	[illegible]
Chicora						
Frances Smith						
[illegible]		Owen Sound	[illegible]	[illegible]	[illegible]	[illegible]
Cumberland		Pt. Robinson	[illegible]	[illegible]	[illegible]	[illegible]
Manitoba, [illegible]						
[illegible]		Pt. Robinson	[illegible]	[illegible]	[illegible]	
City of Owen Sound						
[illegible]	Propeller	Owen Sound	[illegible]	[illegible]	[illegible]	[illegible]
Annie L. Craig						
City of Winnipeg		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
		Glasgow				
North Campana		G. B.	[illegible]	[illegible]	[illegible]	[illegible]
Majestic		Collingwood	[illegible]	[illegible]		
City of Collingwood		Owen Sound	[illegible]	[illegible]		

HISTORICAL SKETCH OF THE FIRST PRESBYTERIAN CHURCH, FORT WILLIAM

(The first Protestant Church in Fort William)

BY REV. D. McIVOR

Fort William itself was named after William McGillivray, who was in charge of the North West Fur Company in Montreal. The men in those days were well known Scotsmen, such as McKenzie, McKeth, Cameron. It was first named Fort William in 1808. In 1821 the Hudson Bay Company took over Fort William from the North West Company. The last Hudson Bay Co. factor was John McIntyre, a Scotch Presbyterian. There was no church in those days, nor any religious service. The first record of any religious service was that of Rev. Dr. Topp of Toronto who visited the Fort to hold service at the invitation of Mr. McIntyre between the years of 1856 and 1858, when divine services were held in the store. All irrespective of creed or class attended and the ordinance of baptism was administered.

The first Protestant missionary to the Lake Superior District was Mr. Vincent of Knox College, who was sent in 1870 to conduct religious services with the troops that were passing through at the time of the Red River Rebellion. He held services at Fort William and Prince Arthur's Landing, now Port Arthur, and at other stations along the route of the march. In the fall of 1870 Mr. McFarlane, who was tutor to the McIntyre boys, preached at Fort William and Prince Arthur's Landing and in the spring of 1871 a Mr. Cockburn succeeded Mr. Vincent, but soon left.

The Fort was dependent on anyone who came along to help in services. In 1873 Mr. McKeracher, a student, arrived and became an ordained missionary in Fort William. He built [illegible] room at Prince Arthur's Landing, and the First Presbyterian Church in Fort William. Peter McKellar was chairman of the committee that chose the site, and it was decided to build in West Fort, as the people in the east end had carriages and could drive. A large part of the congregation lived in West Fort and most of the workers. The lumber was from the mill of Mr. Oliver, father of Dr. Oliver. Miss Lemon ([illegible] sister of Dr. Oliver) sent up the windows from Toronto after she had returned from her summer holidays here. Oliver and Davidson also presented the site for the church. On the first board of management were A. and J. McKellar, F. C. Perry, and Mr. Middleton, the Scotch engineer. The carpenter in charge of the construction of the church was the late Colin McDonald. He was assisted by many of the adherents who gave willingly of their labours and means. The late Andrew Crawford of Slate River, then in business in West Fort, and his brother Neil, gave great assistance in the building of the church.

The first elders of the church were Dr Smellie and Mr Livingstone of Silver Islet. They went all over the district whenever duty called them.

For a few years the church was served by missionaries. Then in 1861 it was considered strong enough to require the services of a minister for this field alone. For some time the Rev. Mr McKay held the appointment, being succeeded by the Rev. J. G. Shearer who is known all over Canada for his Social Service work. In 1886, Rev Robert Nairn, now retired at Kenora, was appointed, serving both east and west Fort William. Following him came James Buchanan, a Scottish minister who preached for a time, living in Fort Arthur, and walking to West Fort William. Mr Buchanan was followed by Hugh Fraser in 1888, afterward known in China, Vancouver and Calgary. Then followed Mr Whiting, and he held the first service ever held in Slate River district. The service was held in a poplar grove on the farm of the late A. McGlashen.

Of late years there have been Rev Andrew Boyd, 1904 and 1905, Rev John McCorkindale in 1906-1907, Dr A. Macdonald, now of Korea, and John McIlwen, of Cartwright, Manitoba. The Rev Robert Dewar of Scotland and India gave the longest service of any minister who served in West Fort William. He is still a very faithful worker in Superior Presbytery. Rev R. W. Rumley, now of Morden, was the last minister. He resigned when union took place. Rev D. McIvor was called from Winnipeg, May 1926, to the united charge of First Church and Grace Methodist, known as First United Church.

(Information from the Church records, and also from Messrs P. McKellar and W. S. Piper and the Rev Robert Dewar.)

DO YOU REMEMBER?

(The following articles ran in the Times-Journal from May 29
1926, to November 20th, and are reprinted with
the permission of the Editor.)

Do you remember when the corner of Syndicate and Victoria Avenues were known as Marks' corner? When the present premises of Wilson and Wilkes clothing store were occupied as a grocery store by the firm of Thomas Marks and Co., with Sam Jonas as manager? The building was enlarged and altered, became the Victoria Hotel, and later the Imperial Bank.

When the corner of Simpson and Dease streets was the Hudson Bay crossing? The Hudson Bay had the largest store in town at this corner. It was a two storey white brick building and was destroyed by fire and was never rebuilt. One half of it was a wholesale and retail liquor store. We knew nothing of the O.T.A., "in them days."

When the corner of Syndicate and Duncan Street was called Morton's crossing? The present house standing was erected and occupied by E. A. Morton, well known insurance agent, school trustee, alderman and candidate for mayor. He now resides at Windsor.

When the W. H. Whalen Company had a dry goods store in the old Victoria Block where the E. B. Walker Company now is? Billy Whalen used to advertise his location as on Victoria Avenue next door to the hole in the ground, referring to the fact that the excavation for the Murray Block had been completed and allowed to stand a year or so before the building was erected.

When the street cars from Port Arthur ran only to the boundary. The street railways originated in Port Arthur when that city felt that its business and trade was slipping away to Fort William. At first this city prevented its entrance and a stage was run from the boundary to the Avenue Hotel, by Mac Rochon.

When the present site of the Ogilvie mill was a saw mill? Graham Horne and Company were lumbering in a large way at that time, and their mills and yards covered all that section over to Syndicate Avenue. There was a big refuse burner opposite the present site of the Children's Shelter.

When the lacrosse grounds were on the east side of Simpson Street? The only building was the present Geary hardware store, which was then the Times-Journal office, and the lacrosse grounds extended down to Bethune street. Among the players were Clarence Jackson, Fred Fair, Jimmy O'Hagan, Bob Manion, Joe L'Esperance.

When the C.P.R. Hotel was the leading hotel? This was a large stone and brick structure on Hardisty street, a little below the present yard office, which was then the passenger station. The hotel was run as real first class C.P.R. style for some years. Afterward it became a boarding house for railway laborers and was finally torn down about five years ago.

When Fort William drank river water?

The original water supply system of Fort William consisted of Ben Mercer and his outfit of pails and barrels. He drew the water from the river at the site of the present subway dock, and peddled it to his customers all over town. The water barrel was at that time a very important and necessary piece of kitchen furniture. Ben was later succeeded by Jimmy Davidson, who was put out of business by the city water works with a pumping station a short distance above elevator D, and still using Kam water. As engineers at the pumping station, which was combined with the electric light plant, were John McRae and Jack Adams. Some time before the water works were started, the city, in its search for good water, had bored a well over three hundred feet deep near the city hall on Brodie Street. A splendid supply of excellent water was obtained and the town pump soon became the magnet that attracted hundreds of citizens with all kinds of vessels for carrying the precious fluid. After the establishment of the water works, the well was deserted, the pump removed and the site forgotten. It was not many years before the pump regained its old time prestige and popularity. As a result of drinking Kam water the town was visited with a terrible scourge of typhoid fever, the old well was relocated, the pump re-established and again Brodie Street became the Mecca of all who thirsted for the life giving fluid. Again the water peddler was seen in the land, but this time he brought to the fever stricken homes good pure water from the old well, this time pumped by a modern gasoline engine. It is not too much to say that the city pump was the best friend the citizens of Fort William had in their greatest need, and this article is just to remind old timers of that fact, and to ask them to take a drink of good Loch Lomond at the City Hall drinking fountain which is the site of the old pump.

Do you remember when Bill Armstrong was our postmaster? When John McKellar was reeve and mayor through force of habit? When Allan McDougall was police magistrate with his office at Westfort? When the police station was at

Westfort with Dick McNabb as jailor? When Jim Conmee was member for West Algoma and his constituency included the Manitoulin Islands and extended to the Manitoba boundary? When Jim Tonkin was street commissioner? When Archie Campbell was chief and only police? When there were dog races on Victoria Avenue? When the post office was in the rear of Hank Austin's building at the corner of May and Victoria? When W. J. Ross was C.P.R. Superintendent of buildings and bridges and when he built old Elevator B? When Sam Young was a C.P.R. conductor? When Jim Murphy was C.P.R. coal dock foreman? When the C. P. R. paid from the pay car, and we never knew just when the pay car would arrive? When the freight shed and elevator employees were paid 15 cents an hour? When Al Sellers brought the first automobile to Fort William? When Hugh Piper was chief of the volunteer fire brigade? Doc Baker? Hanover Apps? Joe Buffalo?

Do you remember when the Central School was on the corner of Victoria and May?

The first public school was at Westfort and the first school at the east end was situated on the present site of the Bank of Montreal. The school house itself was some little distance back from the street, but the school grounds took in the whole [illegible]. The present building was erected by W. J. Ross, and originally occupied by the Commercial Bank of Manitoba. This was the first chartered bank to have a branch in Fort William, though the private banking firm of Ray Street and Co. preceded them. The school building was moved to North May Street and was brick veneered. It is the building standing back from the street between the post office and the Times-Journal.

The Bee Hive store in Westfort? This was a general store conducted by King and Peltier and was the first venture of John King into commerce. Mr. King had been a C.P.R. employee from the very early days of the railway, and his Bee Hive developed into Fort William's largest retail store. He built the Ray Block, and here the John King Company built up a wholesale business which was sold to the Cameron Heap Company.

The floating grain dryer? The spring of 1912 saw a very large amount of tough and damp grain in the elevators and cars. The situation was particularly serious, as there were only one or two small dryers in operation at that time. The C.P.R. secured the Steamer Helena from Chicago. She was fitted up specially for the drying of grain in large quantities. The floating dryer was placed at Elevator B, and was the means of saving a vast amount of grain.

Do you remember when the street railway was a single track road?

We have to-day a street railway that is up to date and which gives a splendid service, but it was not always thus. Originally there was only a single track and for a long time only three cars. There were sidings at several points in order that the cars might pass and it was a common thing to have a long wait at one of these sidings for a car that was behind time.

The Fort William end of the track was at the corner of Frederica and Edward Streets, and the Port Arthur terminal at the old C.P.R. depot which was near the present site of the car barns. The cars were operated from either end, and instead of turning the car the trolley was reversed and the motorman went to the opposite end of the car. The seats ran lengthwise, and the car was heated by a small coal stove placed in the middle of one of the seats. One might be warm enough if fortunate enough to get a seat near the fire. The cars were named instead of numbered, and one recollects such names as Kakabeka, Kaministiquia, and Kapikotongwa. There was one time when the generator burnt out, and the road was without power for about a week. The cars only came to the boundary at that time, and they were pulled over the road by horses. Originally the road was operated and owned entirely by Port Arthur and Tom McCauley was manager.

Do you remember the Prince Arthur's Landing and Kaministiquia Railroad? Here is a piece of history known to very few of our citizens, but which is well worth remembering.

Originally Port Arthur was known as Prince Arthur's Landing and was the centre of the entire north shore district. The C.P.R. was being built by the government. The Winnipeg section was under construction, with the proposed terminus at West Fort William. This naturally was most disappointing to the people at the Landing, and when they found that no influence or pressure could bring the railway to them, they resolved that they would go to the railway. The leading man at that time was Tom Marks. He was the promoter of the enterprise in the country. He, with the brains, and the financial aid of nearly everyone of his associates, organized the Prince Arthur and Kaministiquia Railway and built the road from West Fort William to Port Arthur (from the Town Plot to the Landing). They had as rolling stock one engine and no cars. The company itself never operated their railway. Operation was first carried on by the construction contractors who turned it over to the government, and it eventually became C.P.R. The latter afterward abandoned the railway for their own line. The abandoned grade was utilized by the P.D. & W. who in turn gave it up to the C.N.R. The present C.N.R. direct line from Westfort to the old roundhouse in Port Arthur is the original line and the oldest piece of railroad in Port Arthur.

It was a mighty big enterprise in 1875 for such a small community to construct that piece of railway, but the people refused to see their town ignored, and with a leader like they had there was nothing impossible. The municipality of Shuniah sold debentures and gave the road a bonus of $65,000.00; bonds were issued by the company, but the main financing was done by Thos. Marks, himself the president of the company. On taking over the road, the government paid the company $14,000.00. The road itself was a dead loss to the company but the profit was in the benefit to the business interests and the making of the Landing a railway point.

Do you remember the old time picnics? The popular picnic spot for years was Kaministiquia. This was probably because it was the most available, for you must remember there were no autos then, the street car reached no park, and there was only one railroad. The great annual picnic was that of the C.P.R. employees, and this has a very direct connection with present day conditions, for it was by these events that the C.P.R. employees financed their library which was the origin and nucleus of our present splendid public library.

When the C.P.R. employees, or some other organization held a picnic, the town was deserted for the day. A long train of coaches left in the morning loaded to capacity with a happy crowd, Pa and Ma and the children, not forgetting the baskets. There was always dancing and a good program of sports including a lacrosse game.

After the C.N.R. was constructed a new ground was made available at Stanley. That is, the railway brought you to the foot of the hill and then you had a climb. But who cared for a little thing like that? Many a hard lacrosse game was fought out at Stanley between Port Arthur and Fort William. Do you remember the one that ended in a general fight, wherein the mother of a Port Arthur player took part with her umbrella? And also, do you remember the picnic at Welcome Island when the boat came away leaving George Henrigan over there!

Do you remember Jack Carney, for many years weighman at Elevator A, foreman of B, and boss grain trimmer? Jack was a real pioneer among elevator men, coming here with M. Sellars from the Northern Elevator, Toronto, in 1884. At that time there was only the original C.P.R. elevator at

Port Arthur. Then came elevator A, in Fort William, and it was in this house that Jack held sway for so many years, and it was here that he displayed his great qualities for handling men and handling grain. In both he showed an ability that has never yet been surpassed. There was about Jack Carney a quality of calm confidence and assurance that made him master of any situation, no matter how difficult, and there are at times, some strenuous situations around an elevator. Grain handling conditions have changed greatly in recent years, but I believe that any of the present grain men who received their training under Jack Carney, will agree that had he lived he would have kept right up with the changes and have been found a leader to-day, as he always was. Don't you remember that piercing whistle of his calling his gang? Can't you see him now, splicing a shovel line or hauling in a string of cars? Jack was a big man, and his heart was as big as his body.

Do you remember when the Ogilvie slid into the river? It was on May 26th, 1906, about five or six o'clock in the evening when the city was startled by the news that the Ogilvie elevator was sliding into the river. The movement continued until about midnight and daylight showed the steel tanks leaning over the river submerged for about fifteen feet of their height, and pulled away from their piles on the land side. The superstructure had slipped even further and the whole seemed in danger of going completely into the river at any moment. For the first few hours vessels refused to take the chance of passing. No further movement took place and the work of saving the grain was started. This was done by means of scows on the river side and cars on the rail side. The cars were unloaded at elevator D and the scows at different elevators. A very great part of the grain was wet. The foundation was the usual type of a concrete mattress on top of piles, and the collapse was due to the piles nearest the river giving way. The original elevator was very much nearer to the river than the present one is, and consisted of steel tanks only. There have been two concrete additions since then. A peculiar feature in the construction was that instead of being rivetted in the usual way the plates of the tanks were all bolted together. This, of course, helped greatly in taking apart, and allowing the old plates to be used again with little damage.

Do you remember when "Doc" Hamilton ran against "Doc" Smellie for the local house? When there was a saw mill on the Kam River opposite elevator A? This mill was built and originally operated by Oliver, Davidson and Company. Mr. Oliver was the father of the late Dr. Oliver and also of M. J. Oliver, the C. N. grain agent. In later years it was operated by Carpenter and Co., Mr. Carpenter afterward became sheriff of Rat Portage (Kenora). This was at one time a scene of great industry, there was the mill and also the company store and boarding house and also other houses. It would be difficult to find a vestige of this departed industry at the present time.

Do you remember when Alex McNaughton was not city clerk and Bill Dodds was not chief of police? When Al Sellars, Jim Whalen and "Cap" McAllister went out about half way to the Cape in Al's car over the ice to where the tug was breaking a way for the incoming boats.

Do you remember the Indian Mission across the river from elevator D. When the fur traders first reached the head of the lakes there came with them the missionary priest. There was erected on the south bank of the Mission river, just around the corner from the Kam, a large wooden cross, and there it was to be seen for many years, until progress and economic change required the land.

The whole area south of the Mission including Mount Mackay was made an Indian reserve, and the Indian village clustered around the missionary's headquarters, where the Kam seeks an outlet to Thunder Bay, through the Mission place. Today only the stone house [illegible] memory brings to surround a picture far more charming and [illegible] than our eyes can now see. The stone house is not really of the pioneer period but only dates back some thirty or thirty five years. The original buildings, consisting of the priest's house and the church were of logs and were destroyed by fire. The church was replaced by a neat frame building a little north of the stone house and just beyond it were the convent and the school house. Between the church and the stone house was the cemetery and grouped around the centre was the Indian village of small white-washed cottages. The whole was a happy, quiet, peaceful scene. The brothers at the Mission were wonderful teachers and were the pioneers in showing both Indians and white men the possibilities of the land. All old-timers will remember when Brother Jerome used to supply vegetables to the two towns. The sisters conducted the first school at the head of the lakes, and that school was attended by boys and girls who are now Fort William citizens. For many years the priests, the sisters and the brothers, unsparing in their energy, spent their lives in the service of the Indians. The end came to a long era of quiet content, when commerce in the shape of the G.T.P. required the territory of the Mission. The Indians divided into two bands, one settling at the foot of the Mountain, the other going to Squaw Bay, whither the church and the cemetery had been moved and where the Jesuit missionary still carries on God's work while the stone house stands a monument to, and a reminder of, a historic past.

Do you remember when Fort William collegiate students were obliged to travel to Port Arthur and later, when the Fort William collegiate was opened in one room in Ogden school? When the Central school grounds were enclosed by a high board fence? When Mrs. Sherk was teacher at Ogden? When Alack Snowgrove had a general store on Victoria Avenue? When Magistrate O'Brien was a policeman and Magistrate Palling was carpenter, and both good at their jobs? The first brick house in Fort William? It is the house still standing at the corner of Ford and Frederica streets. It was erected by the late John Armstrong for many years keeper of the light at the mouth of the Kaministiquia river.

Do you remember the first concrete building in Fort William? This was the Copp Foundry at the corner of Syndicate and Empire avenues. It was built by the Copp Company who moved here from Hamilton and operated the plant in the manufacture of stoves. It was turned into a munition plant during the war and was destroyed by fire in 1917.

Do you remember when the C.P.R. station was at the foot of [illegible] street, where the post office now stands, and there were four hotels on Hardisty Street? The old station was burned to the ground a few years ago.

Do you remember the Dominion elections of 1887? Fort William and Port Arthur were at that time in the constituency of Algoma. This was no mere pocket riding. It included everything between Lake Superior and Hudson Bay, had the Manitoba boundary for its western limit, and on the east it included Sault Ste. Marie and Manitoulin Islands. There was neither C.N.R. nor G.T.P., and the C.P.R. had only started on the previous year running trains on the north shore. There were no roads worth mentioning and the automobile was unheard of. The election being in the winter time, made snow shoeing and dog sledding popular with the election officers.

Sir John Macdonald was the premier appealing to the electors for a new lease of power; the Liberal forces were led by Edward Blake. The candidates were both from Port Arthur. S. J. Dawson, sitting member, was the Conservative candidate. Mr. Dawson was civil engineer and was the man who had laid out the route for the troops in the first Riel rebellion. His name still remains attached to the Dawson road. D. F. Burke was the Liberal candidate. He had come to Prince Arthur's Landing as manager of the Ontario Bank, become a contractor, and was prominent in most of the enterprises of the early days. He was always interested in farming, was owner of the Port Arthur Herald, and liked to be known as the "farmer editor."

The campaign was hotly contested. It was customary to hold joint meetings at which both candidates or their representatives appeared. This helped to arouse interest and was the occasion for many clever tricks. On one occasion the Burke forces were holding a meeting in West Fort William at which Dawson was invited to speak. Just as his turn came, the announcement was made that the train was pulling out. All the Port Arthur people, including the Conservative speakers, went away without a chance to present their case.

The election for Algoma was held at a later date than in the rest of the Dominion and the general result was known before polling day here. Despite the fact that the Conservatives had a big majority, Dawson only squeezed in by a majority of 13. The election was protested, but the protest was eventually dropped. D. F. Burke contested the next election but was defeated by George B. McDonnell.

Do you remember when Jimmie Robideau kept a blacksmith shop and shoeing forge on South May Street, and also drove a trotting horse? When Bobbie Hamilton had a dry goods store in the Keppy Block, and to the enjoyment of the [illegible] sang Scotch songs at local concerts? When there was a co-operative grocery store in a frame building on Victoria Avenue where the Fraser Block now stands? When there were five livery stables where you could hire a horse, and not one garage? When McLaurin and Dow conducted a grocery store in the building now occupied by offices of the Ogilvie Milling Company. This store was the lineal descendant of John McLaurin's trading post. Mr. McLaurin was among the very earliest of Fort William citizens and traded with the Indians long before there was any settlement here. His original headquarters were on the present site of D elevator.

Do you remember when George Brown sold meat? George W. Brown came from Collingwood nearly fifty years ago when Port Arthur was Prince Arthur's Landing, and established a meat works under the firm name of G. W. Brown and Co. He was successful from the first and, when the time was ripe, opened a branch in Fort William. Later he disposed of his retail business and became manager for Gordon, Ironside and Fares when they established the first wholesale meat house here. In former times Mr. Brown was very active in Port Arthur municipal politics. He served several terms as councillor and there remains in the memory one especially warm campaign for councillor in ward two. There were three to be elected and Mr. Brown was on the ticket which included

D. F. Burke and W. J. Bawlf as candidates. At that time there was a widely advertised patent medicine "B.B.B." and the Brown, Burke, Bawlf combination became known as Burdock Blood Bitters. George has quit the meat game, but is still going strong. He has so many good qualities that his friends are willing to forgive him his two failings. He saw his mistake in time, and left Port Arthur. He has always voted Tory, but close observers say they see indications that if he is given sufficient time, he will correct this habit also, say in two or three hundred years.

Do you remember George Dulmage? One of the best and squarest sportsmen our city has ever known. He came here from the west about 1896, or 97, was employed in the C.P.R. freight sheds and played lacrosse and hockey until he died in 1911. Faithful and efficient in his work, he came to be John Fraser's right hand man in the freight sheds, but it was on the lacrosse field and on the ice that he won the hearts of all. Don't you remember some of those strenuous lacrosse games on the hill in Port Arthur, or on the old Simpson Street field where the Murphy block and the West Hotel now stand? Those games, when George Dulmage, weighing only about 120 pounds, was never afraid to go in and rough it with the biggest of them? And he never failed to give a good account of himself. He was in his prime when the lacrosse club included such live players as Jimmy O'Hagan, Bat [illegible] and Bob Manson. At first he played goal on the hockey team but later became point player. He never wore the regulation hockey skate but stuck to the old style of spring skate, a style that is now extinct. His last appearance on the ice was as official referee of the New Ontario Hockey League.

Do you remember the big grain shed of [illegible]? It was built in the winter of '87 and '88 to take care of the bumper crop of 1887. Figures are not now available as to the amount of that crop, but it would be safe to say it would not look nearly so great now as it did then. It was, however, a real bumper crop. It filled up every inch of available space and taxed the C.P.R. to its limit. The storage at that time consisted of elevator A, one of a quarter million bushels, and the C.P.R. elevator at Port Arthur (Horne's) 350,000 bushels. To this was added the big grain shed, over half a million, all other warehouses that could be made to serve, and the cars in the yards. There was probably the vast total of two and a half million bushels in store here at the opening of navigation. The big shed was 500 feet long and 125 feet wide. The timber sills were laid on blocks placed on the frozen ground. Joists were set upon these timbers and floor laid, the sides run up, and about every sixteen feet a partition was run across the building. This made a bin about 16 feet wide and 125 feet long. On each side of the shed a track was laid and from the cars on this track the grain was unloaded with barrow and pushcarts. It was dumped on the floor, and runways made to pile it as high as possible. The building and filling of that shed went on at the same time, and the grain men were right on the heels of the carpenters, the whole time filling a compartment as soon as one was ready. In the following spring the grain was reloaded into cars, and put through elevator A. The site of the shed was opposite elevators A and B. The shed was used for one season only. During the construction of elevator B, the following summer, part of the shed was used as a boarding camp.

W. J. Ross, present hydro commissioner, was C. P. R. superintendent of bridges and buildings at that time, and the construction was carried on by his department under the supervision of J. W. Robertson. A notable arrival at that time was a young lad from Ireland called Jack Flanagan, who has stayed with us ever since.

Do you remember M. Sellers? He was the pioneer of the elevator and grain trade in Port Arthur and Fort William. He was the "Old Man" to all those who were connected with the elevators, and his memory is still held dear in the minds of the old guard as a man of abrupt speech and a rough way about him, behind which was hidden a heart of gold and a warm and kindly personality. Mr. Sellers came to Port Arthur from the Northern elevator in Toronto in 1884 to take charge for the C.P.R. of the first elevator at the head of the lakes, and he remained for twenty years watching that system grow until it included elevators A, B, C, D and E. He then resigned his position with the C.P.R. and established the grain firm of M. Sellers and Son. In those early days, naturally there did not exist the present elaborate system in connection with grain handling. The Old Man was, in his own person, elevator superintendent, grain inspector, shippers' agent and vessel agent. His word was supreme, his edict final, and all parties knew that with the Old Man they would get a square deal. Originally he lived in Port Arthur, going back and forth by hand car, for that was before the day of street cars. Later he built a home on Dease street, where he lived out his life. His grounds adjoined those of St. Luke's Church, and he was at home in either place. Outside of his church he did not take an active part in civic affairs. The Old Man was father of not only a wonderful elevator system, but also of a family of elevator men. More strictly speaking, it is a race rather than a family of grain men that he founded, for they are now in the third generation and going strong.

Do you remember when the electric light came to the head of the lakes? It seems now as if we had always been in the habit of securing light by the mere turning of a switch, but it is really not so long since coal oil lamps were the vogue in every house. And remember how all those lamps had to be trimmed and filled every day, what a task it was to clean and polish the chimneys?

Poor as was this light, there will remain in the memory of some the year when the supply of coal oil was totally exhausted before the arrival of the first boat, and we had to depend on candles. That was the time when the memory of the coal oil lamps was as of the noon day sun. The first electric light was supplied in Port Arthur by the P. A. Lumber Company, who had a generator in their saw mill, which was located near the present C.N.R. elevator. This served until the city built the first section of the street railway and put in a steam plant at Current river about 1890. The street cars and lights were run off the same generator, with the result that every light in the city was affected by the running of the cars. All stops and starts of each of the two cars on the road were duly registered in every house in town, and with a little practice it was quite simple to locate each car at any particular time.

Fort William's first electric light was supplied by Engineers John McRae and John Adams from the old power house and pumping station located near the foot of Frederica Street.

While Port Arthur had the first electric lights, Fort William led the way in street lighting, having good arc lights while Port Arthur was still satisfied with the incandescent lamps.

Do you remember Mac Rochon, who built the Avenue Hotel and conducted it for so many years, and whose slogan was, "If business interferes with curling cut out business." Dan Whelan who was one of the very earliest barbers, whose shop was in West Fort, and Tom Dunbar whose shop was on Victoria Avenue? Neither barber shop was cluttered up with a lot of women. Do you remember Harry Peacock in his tailor shop on Victoria Avenue, and "Doc" Coleman, chief clerk to the superintendent, who is now D. C. Coleman, general manager of the C.P.R. western lines? Joe Oakley who kept a grocery store on South May, a city alderman, who was drowned on a fishing expedition? Hughie Fraser? He came here at the time of building old elevator B, and remained for several years as B & B master and was transferred to Kenora. Isaac Byran who died a few years ago over eighty years of age, and who was employed so many years in the C.P.R. sheds?

J Madison Hicks, the socialist orator who used to conduct outdoor meetings on the vacant lots on north Brodie? W Western, the original stationer and book seller on Victoria Avenue where the Kelly block now stands? The firm of Morton and Adcock, who were the live realtors twenty odd years ago? Charlie Blue who was a C P R. trainman and switch man before he went back to the land, and made a big success at farming in Slate River?

THE LOST MINE OF SILVER ISLET

BY RICHARD A. HASTE

(From the Dearborn Independent through the courtesy of the editor.)

In the vicinity of Lake Superior is the height of land, the great ridge pole of the east of the continent. This region has always been a land of mystery. Here are laid the scenes of many beautiful Indian legends. The rock girt shores of the lake were the favorite walks of the Great Spirit. Here according to the Indians, the maker of the world hid his treasures and gave them into the keeping of Mishibezi, god of the sea. To this treasure land long ago came strange people from the south, the mound builders and the Aztecs, for copper. To this shining big sea water came also in a later day those men of iron whose deeds make up the story of the Great Lone Land, a story that has never been fully told. It is with one of the hidden treasures of this lake that this story has to deal.

You who have been so fortunate as to take that most delightful of all summer journeys, the lake trip from Owen Sound or Sarnia to Port Arthur, doubtless remember Thunder Cape, that bold promontory that guards the entrance to the twin harbours of Fort William and Port Arthur. No doubt your attention was called to Isle Royale lying to your left as you approached the Cape, and you learned perhaps some of its interesting history. Perhaps too, if it were a clear day, the captain gave you his binocular and directed your eyes to a low lying island near the North shore not far from the base of Thunder Cape, a little island that seemed not so large as your hand, on which stand queer shaped buildings, now partially wrecked and rapidly going to decay, but this you will not notice even with the glass. Silver Islet it is called.

Perhaps the captain told you of the lost mine beneath the lake, of the shafts and levels that honeycomb the rock more than a thousand feet below the level of the water, of the tons and tons of silver that lay in sight when the cold waters of the lake "jumped the claim" and took possession of all save the upper works. It may be that you were told also, by the natives of Port Arthur, of the dull shocks that are frequently felt, accompanied by low rumbling thunder though the sky is clear—the ghosts of imprisoned miners blasting for silver beneath the sea.

It was, I think, in the year 1868 that a small party of miners prospecting for copper at the base of Thunder Cape while surveying their claims, chanced to land on a barren rock about a mile from shore to plant observation stakes. This rock was about sixty feet across, and not more than four feet above the level of the lake. It resembled the dome of a human skull just rising out of the water.

Across this Skull Rock as it was then called, ran a vein of galena in which a few strokes of the pick revealed the presence of silver. A half dozen powder blasts were sufficient to detach all the ore bearing rock above the water line, but the vein was traced for some distance into the lake where, through the clear water, large nuggets of silver were visible. These were dislodged with crowbars, the men working up to their necks in the ice cold water. The game however was worth the candle, for the ore thus taken out, sacked and shipped to Montreal, assayed seven thousand dollars a ton pure silver.

The location was owned by the Montreal Mining Company Limited, a company of conservative capitalists. In a way luck had favoured them, for here within their grasp was one of the fabled treasures of the lake. As far as human laws were concerned it belonged to them. But—and it was a big but—the Great Spirit had placed it within the keeping of the sea. For three hundred miles to the east there is nothing to break the great sweep of the wind. And when at the end of the storm, the legions of the deep come forth, the little treasure island disappears—utterly lost in the spume and froth of the breakers. Where was the man or company of men who would presume to defy those giant powers and remove the jewel from its setting?

The men composing the Montreal Mining Company were conservative. They were willing and ready in the pursuit of wealth to raze hills and tunnel mountains; they were ready to sink shafts through the solid rock until they could feel the earth's internal fire. In such cases the opposition to be encountered could be measured and provided for, but they shrank from measuring their strength against the unknown power of the wind and sea. Therefore they accepted an offer of $225,000.00 and transferred Silver Islet and a number of surrounding mining locations to an American syndicate headed by Alexander H. Sibley of New York.

Here begins the active history of one of the world's most famous mines, a history more dramatic in its details than novelist ever conceived.

It seems that when an unusual task is to be performed, when a Man is wanted, the time and necessity with unerring instinct bring him forth. Here was a Herculean task and the first throw of the dice turned up the man, a modest mining engineer, William B. Frue.

There is something strongly feline about Lake Superior. It is so lithe and soft and caressing. In August and September and often later it is usually in a peculiarly gentle mood. Like a great tiger it stretches itself in the warm sun and purrs and sleeps. It is so beautiful and seems so harmless; yet beneath this calm and gentleness you can see the giant muscles swell as the great cat extends and contracts its claws in pure enjoyment of its latent power.

On one of those perfect days, September 1, 1870, Superintendent Frue, with machinery, supplies, a crew of thirty men and a great raft of timber arrived at Silver Islet. There was not a ripple on the surface of the water. The basaltic ledges of Thunder Cape, even to the features of the Sleeping Giant, were duplicated in the water below. But Superintendent Frue knew the lake, he knew its moods. This one might last a day, a week, perhaps a month, but not much longer at any rate, and then!——

There was the Skull Rock, a mere foothold, a tiny island into which the shaft must be sunk down into the bowels of the earth, while around it broke the angry waters of this "brother of the sea." To sink that shaft and guard it against the fury of the Lake was Superintendent Frue's task.

It was finally decided to encircle the Island with a crib of timber filled with rock to break the force of the waves, while a stone and cement coffer dam was to furnish protection for the immediate mouth of the shaft. With feverish haste the work was pushed ahead, eighteen hours was a day's work. If only the cribbing could be got into place before the autumn storms began all might be well. One week, two weeks, a month passed and still the Great Lake slept, unconscious of or in contempt of the puny efforts of the human ants on Silver Islet. Day after day the sun rose as out of a mirror and sank unclouded behind the shoulders of the Sleeping Giant. Five weeks, the cribbing was done, the shaft was being sunk, and every day the precious metal was coming to the surface. Six weeks, seven weeks! The human ants were beginning to feel secure in their new abode. Then came the 29th of October.

It was three o'clock in the afternoon when the wind began to blow strong from the north-east. In half an hour the Lake right to the horizon line was white with foam. "It's coming at last," said Frue, "but we are here first and I think we can stay." When the second shift quit work at six o'clock the waves were leaping the east breakwater, deluging the men outside the coffer dam. From the rocky shore of Thunder Cape came the boom of the surf like a rolling cannonade. The little plunging tug had just arrived with the third shift wet to the skin. The cribbing on the windward side was already trembling with the impact of the waves. Stubbornly to remain would be useless and might be suicide. It was the first trial of strength and the result to the mind of the superintendent was at least doubtful. Orders were therefore given to all hands to go ashore. There was little sleep for Superintendent Frue that night. He had secured first innings, he had been given fair play, he had made the utmost score; now the sea was taking a hand in the game. All night he walked the beach and listened, guessing as best he could the progress of the battle. How the breakers roared, how the wind howled and shrieked as wave after wave came home.

Before sunset the wind had died down and by ten o'clock the sea had subsided to a sullen underswell. Frue promptly set out to the scene of the conflict, and his heart sank at what he saw. Two hundred feet of the breakwater had been carried away, the cofferdam was a partial wreck, and as if in derision, the storm had filled the shaft to the brim with the wreck of the cribbing.

The Company had agreed to give Frue a bonus of $25,000.00 in addition to his salary on condition that before September 1, 1871, the first year of operation, he mined and shipped ore to the value of $250,000.00, an amount to cover the original purchase price and the bonus. On the morning of October 27 that bonus appeared to Frue as distant as the moon. But under the apparently crushing defeat he lost neither his heart nor his head. He had learned something from the storm. He had learned something of the game as it was to be played by his antagonist.

All hands were put to work; the cribbing was rebuilt and strengthened, the cofferdam was restored and the debris removed from the shaft. The sea remained quiet. Mining was resumed and by the last day of November, when navigation closed, the plucky superintendent had the satisfaction of knowing that $100,000.00 worth of silver ore had been shipped down the lake to Montreal. Hardly had the vessel with the last shipment got away when the mercury dropped to ten below zero. The Lake froze heavily in places, and then from the southeast came another storm.

It was a flank attack and this time the sea, as if maddened by the persistence of the invaders, brought up its artillery and hurled tons upon tons of ice against the cribbing which crumbled like an eggshell before the tremendous onslaught. But this awful battering defeated its own purpose; the accumulation of ice soon formed a breakwater against which the waves beat out their fury. For three days and nights the storm raged, then the sea smoothed out again and Frue took

stock of the mine. The cofferdam remained but most of the cribbing was gone. The foreman after looking over the wreck remarked, "You cannot make anything stop here," but Frue thought differently.

Nature is the greatest of engineers, and he who would oppose her must adopt her plans and be ever ready to profit by a hint. The ice gorge gave Frue the key to the situation. Taking advantage of the winter and the ice he threw out a breakwater facing the southeast. The structure had a base of twenty-five feet, rose twenty feet above the surface of the water and was backed by cribbing filled with the debris from the mine. Work was prosecuted both underground and on the defenses with little interruption until March 8th. Then the Lake gathered its forces for what seemed not only another assault but the commencement of a campaign of annihilation. Masses of ice as large as the Islet itself were hurled against the groaning fortifications which were soon driven bodily up the incline towards the center of the Island. Wave after wave leaped the breakwaters and it seemed that the lake would at last succeed in regaining the whole of the lost territory and in driving the invaders permanently from the ground. Storm succeeded storm during the entire month, each assault more terrific than the last. There was no rest for the miners day or night. Every interval of calm was employed in repairing the breaks, and in strengthening the weak places. At last apparently defeated the great lake withdrew its forces and the superintendent for the first time saw in his mind's eye the $25,000.00 bonus and it was not far off. At the close of the first year the cleanup showed a gross output of nearly one million dollars. The bonus was immediately paid. There seemed to be no longer any danger from the storms. From all appearances the lake had given up the contest, abandoned the treasure to the spoilers who during the next two years took out another million in silver.

Silver Islet had become one of the wonder mines of the world. The little Island, the bare Skull Rock, had grown in the meantime to ten times its original size. It extended to the outer breakwaters and supported not only the upper works of the mine but machine shops, storehouses, and permanent quarters for certain employees of the mine. From the eastern angle rose a lighthouse, while on the lee side were built great docks, and break-waters for the protection of the now important shipping. On the shore a town had sprung up, a town with churches and a schoolhouse, great reducing works, clubrooms for the miners and neat cottages for the families of five hundred workmen.

Frue was the magician who had wrought the change. He had found a barren rock a mile from the shore of a howling wilderness and in three years had made it the centre of one of the most important enterprises on the continent. The treasure he sought was guarded by the most powerful and treacherous of nature's foes, but he met every emergency and at the end of three years was the apparent conqueror. But Nature never gives up a battle.

Ages ago, as if in sentient anticipation of what was to come, the lake had run a countermine underneath the Island. The main shaft had reached the depth of 300 feet when this countermine was struck. The imprisoned waters under the enormous pressure leaped forth fiercely, driving the miners from level to level. Despite the work of a four inch pump the water rose at the rate of ten feet an hour. Another six inch pump was installed but the two working day and night could barely keep the water below the fifth level. An order was dispatched for a pump with a twelve inch plunger but before it could arrive the lake made one more effort to demolish the upper works. A double attack from above and below seemed to have been planned. All previous storms were dwarfed; they were mere zephyrs, compared with the hurricane that now swept down from the north-east. A breach was at once made in the breakwater and sixty feet of the structure carried away. Before the damage could be repaired another assault carried away 360 feet of the cribbing with the blacksmith shop and 5,000 tons of rock. So violent was the wind that refuse rock flew about the island like hailstones." Fortunately the machinery remained intact and the pumps were kept going. At last the storm died away, the mammoth pump arrived and slowly the waters in the mine were put under control. It was a well planned attack, and the defenders won by a margin so small that an accident however slight would have turned the scale.

It was soon after this that Superintendent Frue left the employ of the company and disappeared from its history. The fortunes of this remarkable mine for the next ten years need not be recounted. It differs but little from the history of other mines. Deeper and deeper drove the shafts, and wider and wider extended the stopes and levels. In constant fear of the sea and wind above the work went on. Some years the output ran into hundreds of thousands. Then again it would hardly pay expenses. At last there came a year when the output came short of the operating expenses. The indications were as good as ever, but somehow the ore in hand did not seem to pan out well. The stockholders were called upon to make up a deficit. There was grumbling and dissension. Rich ore to the value of half a million dollars was visible in the roof of the first level, but its removal had hitherto been regarded as dangerous. Now however, plans were decided upon to put in a false roof and remove this lode.

The main shaft had now reached a depth of 1300 feet below the lake level. Gigantic pumps driven by powerful engines were kept busy holding back the insidious sea. Storms might come and wreck the upper works, but storms subside and the ravages of the sea can be repaired, but this eternal assault from beneath could be resisted only by tireless energy that never slumbered. Let the throbbing engines cease their work, let the pumps but stop for a day and the battle of years would be lost.

It was November, 1884, and the coal was running low. Only a few hundred tons remained in the sheds on the island and the hungry furnaces would soon devour that. But more was expected any day,—the winter's supply had already left the Lower Lakes, it should be somewhere on Lake Superior now. Day followed day—it did not come. It was getting late and navigation might close at any time. Work went on as usual; some slight accident had delayed the steamer. The coal was sure to come, the miners told each other. Day and night was heard the monotonous thud, thud of the pumps: but all the time the coal was getting lower—lower, and the sea was waiting, waiting.

It was an anxious Christmas for the folk of Silver Islet, that Christmas of 1884. There was hoping against hope for the arrival of the looked for steamer. What if it should not come? Could it come now? The cold was intense and already the ice had formed six inches thick in the bays and the ice field was creeping out into the Lake from which rose like steam from a mighty caldron, huge banks of nebulous clouds.

The New Year came, January 1, 1885, and no coal. But instead there came a dog team from Duluth bearing the bitter news that a drunken captain with a cargo of a thousand tons of coal for Silver Islet had allowed his vessel to be frozen in the ice at Houghton. The furnaces were put on half rations in the vain hope that something might happen to bring relief. But at last came a day when the fires went out, and the exultant sea reclaimed its own.

Thirty-seven years have passed since that fatal day, a generation has come and gone, but no attempt has been made to fight back the sea and reopen the mine. The island and the village that once stretched for a mile along the shore are abandoned and desolate. The great engines and hoisting houses on the island are rusting where they stood. The lighthouse has long since disappeared. The docks and break-waters are rotting. They are at peace with the sea which in contempt has given them over to the slow torture of time. Down in the shafts and galleries where men once worked, fishes stare with unblinking eyes at the slimy walls. On the mainland the great reducing plant with its batteries of stamp and vanners is rapidly going to decay. Grass and briars grow in the abandoned street and at night hedgehogs hold high revel in the silent church and owls hoot from the rickety tower.

Why has this mine with all its possible wealth of silver ore been left in the possession of the sea? I know not. The old care taker once told me strange stories of strange doings. He told me that sometimes when the air is full of light, when the wind sleeps and the placid sea reflects the great blue bowl of heaven, the surface of the Lake will suddenly heave in long, low swells and then smooth out again. Then, as from the depths of the earth, come low rumbling sounds, muffled and indistinct, like a far off cannonade. He told me, too, that at night, when the storm comes from the east and the air is filled with blinding wrack, ghostly lights flit about the treasure island, and in the lulls of the wind you can distinctly hear the rumbling of a hoisting cable and the rhythmic pulsations of a ghostly engine.

I fear that years of almost uninterrupted solitude may have warped his imagination. Be that as it may, the fact remains that this silver fleece is still guarded by a dragon that never sleeps, the omnipotent power of the sea.

CANADIAN PACIFIC RAILWAY CONSTRUCTION IN 1875 AT FORT WILLIAM

BY JOHN KING

Contract No. 1, dated October 17, 1874, was made with Sifton, Glass and Fleming for the construction of a telegraph line between Fort Garry and Fort Pelly. Contract No. 2, dated October 24, 1874, was made with Richard Fuller for the construction of a line between Fort Pelly and Edmonton. Contract No. 3, dated November 18, 1874, was made with F. J. Barnard. The contract called for the construction of a line between Fort Edmonton and Cache Creek. Contract No. 4, dated February 3, 1875, with Oliver, Davidson and Brown, provided for construction of the remaining line from Prince Arthur's Landing to the Red River.

To connect the Canadian Railways with the North-west, an Order-in-Council dated November 4, 1874, advanced a Subsidy of $12,000 per mile for an extension of the Canada Central Railway from Douglas westward to the Eastern end of the branch, the railway proposed to be built from Georgian Bay by the Government being about one hundred and twenty miles.

Contract No. 13, dated April 3, 1875, was made with Sifton and Ward for the construction of a railroad from Fort William to Lake Shebandowan, a distance of forty-five miles. Later the terminus was changed to Sunshine Creek, 32½ miles, and completed in 1876. Contract No. 14 of the same date was made with the same firm for the construction of a road from Selkirk to Cross Lake, 77 miles, which was not completed until 1880. Contract No. 15, dated January 9, 1877, with Joseph Whitehead for the grading of a line from Keewatin to Selkirk, 112 miles, was finally made.

In order to make available the water stretches between Lake Superior and Red River work was commenced on the Fort Frances Canal in Rainy River District in 1875. It was planned to make available 200 miles of navigable water between Kettle Falls and Rat Portage for steamboats of moderate draught. After an expenditure of $290,000 the work was abandoned. Reports appeared as the progress of surveys made possible definite decisions as to location. The choice of Yellowhead Pass gave a definite objective for a line from Lake Superior. The report of the surveys of 1877 located a satisfactory line from the standpoint of the various factors affecting the success of the road from Lake Superior to Tete Jeune Cache. In 1878 Burrard Inlet was recommended as a terminus and adopted by an Order-in-Council of July 13, 1878. To complete the connections with Georgian Bay, Contract No.

15, dated February 27, 1875 was made with Hon. A. B. Foster for the construction of a road to the mouth of the French River, 85 miles. The contractor proposed the improvement of the navigability of the French River to a distance of 25 miles from its mouth, making the terminus at that point. The contract was cancelled, an additional survey was made, and Contract 37 dated August 22, 1878, with Heney, Charlebois and Flood, for the construction between Nipissingan Post and the Head of Navigation on French River was agreed upon. This was cancelled on July 25, 1879 and given up uncompleted in 1880. Contract No. 25, dated June 7, 1876 with Purcell and Ryan for the grading between Sunshine Creek and English River, 80 miles, and for track-laying between Fort William and English River, was not completed in 1880 after an expenditure of $1,346,000. Contract No. 42, section A, dated March 7, 1879, with Marks and Conmee, for the construction between English River and Eagle River, 118 miles, and section B, dated March 20, 1879, with Fraser, Grant and Pitblado, for the construction between Eagle River and Keewatin, 67 miles, called for completion in 1882.

In the summer of 1879, Conmee and Marks had the contract to build the roadbed to Eagle River. J. R. Hamilton, Peter [illegible] and myself were in charge of building the road and hauling the supplies for the construction of that section.

Many incidents occurred during the building of this road which meandered through mountains, valleys and swamps. I remember a corduroy or pole road that was built over Brewster Swamp about half a mile long. These poles were cut in the woods and carried on our shoulders to cover this swamp where the supply was to go over. Another very interesting incident was the five car loads of glycerine we took on the train from Port Arthur to [illegible] Siding. The engineer was J. Costello, the fireman Jack McCartney, and myself in charge of the train. Bob Craig who was conductor followed at about a distance of five or ten miles, for should anything happen he would find the pieces where the explosion took place. The man who really was in charge of this glycerine shipment was George MacDonald, M.P. We left Port Arthur about 10 a.m. the first day and went as far as Savanne, where we spent the night. The second day we left at 6 a.m. and went to [illegible] Siding where we left the five cars. This glycerine was hauled from Gull River to Section B, under contractors Fraser, Grant and Pitblado. It was to be used in blasting the rocks in Section B. The bonus they gave me to take the five cars of glycerine was $50.00. You can imagine what risk I was taking for this amount. The only time I was afraid was when I took out the pins to uncouple the cars from the engine. I said to the engineer, "Please go slow when you pass these cars." Then I said, "Good-night!"

This tote road was the only trail made while building the C.P.R. to the west.

The end of the road for this section was built as far as Eagle River.

Contract No. 16, dated June 10, 1879, with the Canada Central Railway, provided for a change in the earlier subsidy between Pembroke and Nipissing, giving a total subsidy of $1,440,000. Reliance of the Government on advice of the engineers in location of the line, was a cause for considerable trouble with settlements and of considerable embarrassment. A petition was presented on April 17, 1878, urging the advantages of Prince Arthur's Landing as a Canadian Pacific junction with Lake Superior. The choice of Fort William was made the occasion for another petition on February 26, 1876.

Charges were made that the Government was in league with land speculators, and a Committee of the Senate did reveal the fact that extravagant prices had been paid. The Neebing Hotel, worth $6,000, was sold to the Government for $5,025. Land purchased at $6.00 an acre was sold at $600.00. One valuator of the Government was also a member of the Land Speculation Company. The Government took steps to prevent speculation, but only after the mischief was done.

A further protest of Port Arthur on March 19, 1879, led the chief engineer to insist that the shortest route was desirable and a six mile extension was unjustifiable.

You will note the cost of the Neebing Hotel $6,000 and sold for $6,000. The hotel today could not be built for less than $20,000, because it was well constructed and a big building. You will also note that land was expensive, although if we are comparing it with prices of today it was cheap even at that price. There must have been a few grafters at that time but I believe we have not improved any in that respect at the present time. The politicians had to make some fuss to make political capital, but I believe at that time we had better politicians than we have now. I also believe they were more sincere than they are today, because they were not asking as much. They were satisfied with a smaller amount. Today they are making millions and we call them "smart fellows." The Prime Minister then was getting $5,000 a year, but an ordinary Commissioner appointed by the Government today gets from $10,000 to $20,000 a year. It goes to show that the people do not bother as much about the amount of taxes they pay. Then they were far more careful as to how they imposed taxes on the tax-payers.

THE CONSTRUCTION OF THE C. P. R. LAKE AND RAIL IN 1878 AT THE FRENCH RIVER

I was working on the cutting of the right-of-way and there was also eight miles of steel laid there. A general election took place in that year when Sir John A. Macdonald came into power and he abandoned the construction at the Lake and Rail and closed all work. I had been working for three weeks and received the amount of $5.00. We were working for $1.25 a day. I left the French River and took the steamer "Waubuno" to Collingwood, then took the steamer "Frances Smith" from Collingwood to Prince Arthur's Landing and went to work on the C.P.R. construction there.

The change of policy of the Government in 1880 and the inadequacy of the engineering staffs were evident in other directions. The terminus at Fort William was expensively and disadvantageously situated. Reports and minutes of evidence taken were put before the Select Committee of the Senate appointed to inquire into and report upon the purchases of lands at Fort William for a terminus for the Canadian Pacific Railway. On the advice of the Engineer-in-Chief large quantities of rails were purchased in 1875. Later the prices fell and in addition a great deal of waste was caused by oxidation. The difficulties were enhanced by an almost undue reliance of the Government on expert advice. A change of policy decided upon by the engineers for permanent construction on Contract No. 15 was carried out in spite of the Government's determination not to do it. The Premier, against his better judgment, accepted the choice of the Engineer-in-Chief of the terminus at Fort William. This reliance of the Government on advice of engineers, the inadequacy of the advice, and the inexperience of the Government itself, occasioned considerable difficulty with tenders and contractors.

The Governor-General, the Marquis of Lorne, in 1881 came through Port Arthur and Fort William to Wabegon, and from there went by water to Section A west of Eagle River where he took the train to Winnipeg. The train that took him from Port Arthur was made up of a caboose, box-car and two decorated flat-cars with seats of planks. On our way west, we had dinner between Bonner and Flacon at Twin Lake. Lunch was spread on the grass and each one helped himself. The crew in charge of the train were: J. Costello, engineer; Jack McCartney, fireman; Bob Craig, conductor; and myself as brakeman. We went right through to Wabigon on the same day. It was a beautiful day. The Governor General wore a grey suit with a large brimmed grey linen hat, or better known as a "turtle hat". He was a very young man and very hospitable toward us. He was going through to the coast, and was one of the first Governors to see the C.P.R. under construction from coast to coast.

Winnipeg was only a village then, in fact the head quarters of the railway was at Selkirk in 1881. In 1882 the C.P.R. was connected with Winnipeg. Pat Doyle of Glengarry with Pat Purcel, the contractor, my brother Peter and myself were on the train, which was the first train to go through under construction to Selkirk and Winnipeg. The engineer who took us from here to Selkirk was J. Costello, and the late Joe Ryan fireman. The C.P.R. then took the road over and had to repair and ballast it from here to Winnipeg to put it in running order. A large extra gang was placed on the road, also boarding cars. Then the track was ballasted, raised and lined up, and bridges repaired, and stations, telegraph lines lined up. Water tanks and section houses were built and at every divisional point a round house was built to take care of the equipment.

A few notes on the traffic of the Canadian Pacific Railway may be of some interest.

In the year 1882 and [illegible] [illegible] passengers were carried, and in 1921, 15,318,358. This shows the increase in traffic and that the railroad was enjoying a fair business. The freight carried from 1901 to 1921 was 7,165,815 to 23,710,[illegible] tons. The grain carried in 1901 was 3[illegible],977,448 bushels, and in 1921 175,506,119 bushels. In 1901 the flour carried was 3,735,677 barrels and in 1921 11,718,516 barrels. Live-stock carried in 1901 was 945,396 head and in 1921 1,612,049 head. You can judge by this that the railway's finances were steadily increasing.

Other items carried in 1901 were 2,906,570 tons and in 1921 7,018,3[illegible]6 tons. Lumber carried in 1901 was 393,214,446 feet, and in 1921 2,382,570,399 feet. This shows the all natural resources were showing rapid development. Fire wood carried in 1901 was 204,318 cords and in 1921 204,336 cords.

EQUIPMENT

In 1901 there were 363 conductors' vans, and in 1921 there were 1,337 vans. Locomotives in 1901 numbered 7[illegible] and in 1921 2,255. It shows that the equipment was increasing and there is a great deal more than that today.

EARNINGS

In 1883 freight earnings were $3,756,915 and in 1921, $136,841,445.62. Passenger fares for 1891 amounted to $5,456,789.50, and for 1921, $41,565,806. Mail earnings in 1891 were $516,089.45, and in 1921, $2,939,258.56. We can see by the mail service that Canada is rapidly developing, and a prosperous future is to be expected.

Railway expenses for 1883 were $1,148,299.36 and in 1921, $158,820,114. There is no doubt but that with this great improvement Canada will continue to improve, and this is due to the C.P.R. and other railways of Canada.

The first crop of grain handled from the Western Prairies was handled at West Fort William. The grain was unloaded from the cars to a large shed on the bank of the Kaministiquia River by wheel barrows and reloaded in the spring from shed to boat in the same manner. I took part in the loading of the grain from shed to boat.

The second crop was handled the same way, only that there was a large shed built at East Fort William, so called at that time, and when the C.P.R. left Port Arthur and came to Fort William, I built the main line from West Fort William to Port Arthur. I took the rails up where we connected the main line at Port Arthur to West Fort William, where today the Canadian National Railway has its main line, and I also put in the first Industrial Site at Graham and Horne sawmill, from where all the lumber at that time was shipped to the Western Prairies. I also put in the first track in Elevator A, which elevator the C.P.R. are asking tenders to tear down.

At that time, when Elevator C was built, we thought we had a wonderful equipment for handling the grain. It was certainly a great improvement to handling it by means of wheel-barrows. How many wheel-barrows would it take to handle the western crop of today? Now we have what we call a modern way of handling grain, and Elevators A and C are completely out of date as the wheel-barrows were when we built these elevators. We can easily see what Fort William and Port Arthur will be at the Head of the Lakes when the Western Prairies have a population of five to ten millions. These two harbours will be covered by elevators, especially on both sides of the Kaministiquia River from Point Demeuron to the mouth. Then these cities will become the greatest of Western Canada, and also our great prospects of minerals, undeveloped, will build them up. All these great accomplishments were made possible by the building of the C.P.R. and C.N.R. Our future cannot be measured. It is left to every individual to do his bit.

FIRST THINGS IN PORT ARTHUR

BY F. E. WILEY

Lieut. Henry Wolsey Bayfield, R.N., in charge of the survey to outline the shores of Lake Superior, spent the Winter of 1821-22 in Thunder Bay with the schooners "Beaver," "Otter" and "Mink," employed by him in the performance of this work.

These schooners were owned by the American Fur Company with headquarters at Presque Isle (Marquette, Mich.), his own ship being below St. Mary's Falls in the Sault river.

This survey was completed during the years 1821-24 and is known as the most remarkable work in the history of hydrography.

The first steamer to enter Thunder Bay was the American ship "Julia Palmer" carrying Thomas Gummersall Anderson, whose mission was to negotiate a treaty with the Ojibway Indians of Lake Superior. This treaty was concluded by the Hon. W. B. Robinson of Toronto, in 1846 and is known as the Robinson Treaty.

The first British bottom, under steam to enter Thunder Bay was the tug "Dart," Captain Duncan McEachern.

The first official notice taken of Thunder Bay was when Henry Gladman, an officer of the H. B. Company, was instructed by the Government to conduct an exploratory expedition from Thunder Bay to the Red River in 1856. His chief assistants were Simon J. Dawson, C.E., and Professor Henry Youle Hind, both of whom submitted valuable reports on Thunder Bay as a harbour.

This expedition had its base at the mouth of Current River and it was then, and for many years after, known as the Northwest Station.

Work on the construction of the "Dawson Road" was begun by the Government in 1869, then known as the "Red River Road," with Simon J. Dawson, C.E., as superintendent of construction.

Colonel Wolseley (later Sir Garnet) landed at what is now the foot of Arthur Street, on the morning of May 25th, 1870, on his way to the Red River to quell the half-breed rebellion of that date, having an armed force of 1200 men, proceeded west over the Dawson route. Colonel Wolseley named the place Prince Arthur's Landing in honour of Prince Arthur (later Duke of Connaught) then serving with the forces in Canada.

First Post Office opened in 1870, known as "Thunder Bay," D. M. Blackwood postmaster. The office was known as Thunder Bay P. O. until March 1884.

The survey of the village of Prince Arthur's Landing was done by Hugh Wilson O. L. S., and completed in December 1871.

The first railway to enter Prince Arthur's Landing was the P.A.L. & Kam. Railway constructed by the Municipality of Shuniah, for the purpose of connecting with the C.P.R. at the Town Plot of Fort William in 1876.

The C.P.R. was completed to Winnipeg in 1883, and to Montreal in 1886.

The C.N. was completed to Winnipeg in 1902 and to Toronto in 1914.

The first grain elevator was built at Prince Arthur's Landing in 1883 by the C.P.R.

The first Manitoba wheat was shipped through Thunder Bay via Prince Arthur's Landing in September 1883, being a cargo of 10,000 bushels, on the steamer "Erin," Captain J. Clifford.

The first coal handled for shipment to western points was delivered in September 1882 by the schooner "F. L. Danforth," Captain Cummerford.

Town of Port Arthur incorporated March 1884.

City of Port Arthur incorporated March 1906.

First Reeve P. J. Brown, 1873.

First Mayor of the Town of Port Arthur Thomas Marks, 1884.

WHEN FORT WILLIAM WAS A CAPITAL

(From the Montreal Standard)

During the years of trade rivalry and often of open hostility between the Hudson Bay Company and the younger North West Company the former brought in its goods and carried its furs home to England by Hudson Bay, Hudson Strait, and the North Atlantic Ocean, the route that it is now proposed to restore to commerce

The North West Company had its base in the east The principal shareholders of the company (partners as they were called had their homes in Montreal and the goods imported from England to be used in bartering with the Indians were brought to Montreal by ship and carried to the west in canoes, although the first stage of the journey was for many years made in carts. The carts hauled goods nine miles from Montreal to Lachine at the head of the famous rapids The two great waterways fork, one part, the St Lawrence River coming down from the Great Lakes, and the other the Ottawa River, flowing down from the west, and affording a direct route to the center of Canada beyond the Great Lakes.

The canoes of the North West Company usually proceeded westward by way of the Ottawa River, the Mattawa over the portage that led to a stream flowing into Lake Nipissing, across the lake, down the French River out of which they passed into the Georgian Bay of Lake Huron. It was the route that Champlain had followed in his first visit to the Great Lakes in the autumn of 1615 and it is the route along which some day may be constructed the Georgian Bay canal.

Having reached the Great Lakes the flotilla of the North West Company heavily laden with goods and supplies, skirted the north shore threaded its way among the islands of the north channel of the Georgian Bay entered the straits, and so came to Sault Ste Marie where the company maintained a large trading post Then the flotilla passed into Lake Superior and after much toil at the paddle, came to the Head of the Lake and entered the Pigeon River flowing from the west.

Not far from Lake Superior rapids obstruct the navigation of the Pigeon River Here was the Grand Portage which led from the head of navigation on the Pigeon River to the beginning of navigation on the waterway made up of Rainy Lake, Lake of the Woods and several other smaller lakes and their connecting rivers The large canoes in which the goods were brought up from Lachine did not go beyond the eastern end at the Grand Portage. Over this long and rough portage the goods and supplies were carried by the hardy voyageurs from the east to the west who met here during the early weeks of each summer.

At the western end of the Grand Portage, the goods were loaded into the smaller canoes used on the western waterways, and transported to the vast prairie region of the central west. The journeys of some of the voyageurs who each summer set out from the Grand Portage did not end until the voyageurs were among the foothills of the Rocky Mountains.

The days of greatness of the Grand Portage came to an end. The country to the south of the Great Lakes became part of the United States, and for some distance west of Lake Superior the Pigeon River became the international boundary. Being on the south side of the river, the Grand Portage ceased to be British territory, and the North West Company began looking about for another base on the Great Lakes.

In 1785, the company sent out an engineer named Edward Umfreville to find a site for a new fort and trading post on British territory. He travelled far and visited many places, but found none that he thought more highly of than the banks of the Kaministiquia River which enters Lake Superior about twenty miles to the northeast of the mouth of the Pigeon River. Because of the certain commanding advantages this spot was selected as the site of the new fort. The River was found to be deep, easy of access from the Lake, affording a safe and spacious harbour.

And so the North West Company established there a base on the Great Lakes, and called it Fort William, in honor of William McGillivray, the principal partner of the company, as a shareholder was called. Where that fort and fur trading post were built almost a century and a half ago, now stands a busy city, one of Canada's chief grain ports on the Upper Lakes, and the seat of thriving industries.

EARLY DAYS AT FORT GARRY

BY JOHN CHRISTIE

Few people who visit Winnipeg to-day, and see the beautiful Hudson Bay Company store costing about six million dollars, have any idea what Old Fort Garry was in the early days. In 1833 the northern department council held at York Factory passed this resolution, "The establishment of Fort Garry being in a very dilapidated state, its situation not sufficiently central, much exposed to the spring floods, very inconvenient in regard to the navigation of the river and in other points of view, it is resolved that a new establishment to bear the same name be formed on a site to be selected near the lower end of the rapids, for which purpose tradesmen be employed or the work done by contract as may be found most expedient, and as stones and lime are on the spot these materials be used, being cheaper and more durable than wood."

My grandfathr who was then chief factor in charge of York Factory was appointed Governor of Assiniboia, and Chief Factor in charge of the Red River District under Sir George Simpson Commander-in-Chief of the Hudson Bay Company.

During 1835 and 1836 instead of abandoning the commanding site at the forks of the Red River he erected thereat a fort of stone with a frontage of 280 feet on the Assiniboine River and a depth of 240 feet, with high bastions at each corner loop-holed for musketry and pierced for cannon, with neat and substantial stores, dwellings, offices and barracks therein. Afterward to the stone fort he added, during his second term as governor, a square about equal in size in the rear of the stone part, the wall being of big square logs laid horizontally and pinned together. The only remaining part of Fort Garry now in existence is the old stone back gate of the otherwise modern addition to the stone part, built in 1835 and 36. Many people living in Winnipeg to-day are of the opinion that the gate now standing was the front gate of Fort Garry. This is erroneous as in later years a larger building in the rear of the Fort was rented to the government which was used by Governors Archibald and Alex. Morris as their official residence and the time-honored gateway was their entrance.

Just fifty years ago this June I entered the gates of Fort Garry as an apprentice clerk, and was in residence at the Fort from 1874 to 1882 when I was appointed to the accountantship of Norway House District. Fort Garry was just like a little town within itself. The Company had their own blacksmith, tinsmith, carpenter, etc., and everything was run just like a disciplined army. There was a mess for the clerks, and a mess house mess for the men, and everything was in apple-pie order, and everything went by bell from seven A.M. to six P.M. when all hands quit work. (You might be interested to know that while you were working in the office the fire alarm bell would ring and all hands would dash.) Altogether three generations of the Christie family have given something like two hundred and fifty years of their lives to the interest of the shareholders. Upon the formation of the Northwest Council of Canada my father, who was then inspecting chief factor, was, along with Donald A. Smith and other gentlemen of high standing in the country, appointed a member, and as such became entitled to the courtesy title of "Honorable."

When my father retired from the service in 1874, he was selected by the Prime Minister of Canada, as one of the Commissioners to make the treaty with the Indians of Saskatchewan. The other members of the commission on that memorable occasion were the Hon. David Laird, Minister of the Interior, Hon. Alex. Morris, Lieut.-Governor of Manitoba, and the Hon. James Mackay.

NE-NAW-BO-ZHOO—MIGHTY MAN

BY IVAN SWIFT

(From the Dearborn Independent, through the courtesy of the Editor.)

Our Ojibway neighbors have been imaginative children of nature weaving fabrics of pretty legend and religious myth. They too, have striven to answer the eternal question of who we are, whence we came and whither we are bound and who and where is God.

Not knowing even the little that science has taught, nor being read in oriental visions and prophecies, they have woven quaint fancies and consistent allegory. They have their maker and doer of all things good and bad, and of all things not otherwise explained. The heart of their mythology—their mighty man on earth, about whom most of their legends gather, was Ne-naw-bo-shoo.

The story is that the great and invincible deity, Gitche-Manitou, would have a son to rule the earth for his people. A virgin lovely and faithful, the sunshine and angel of the tribe abode with her grandmother. To her the good spirit came, and she was delivered of two children, the first, Ne-naw-bo-shoo, the wonder child, the wizard, the other his brother the stone boy, an inhuman monster whose birth cost the life of his mother Spring-Wind.

The stone child fled to the woods and became a wanderer on the face of the earth. When Ne-naw-bo-shoo had grown to manhood and heard the story, he vowed to pursue and destroy the stone man and thus avenge the death of his mother. Through ages of hardship and perseverance Ne-naw-bo-shoo prosecuted his task, often approaching so near to his stone brother as to strike pieces of flint from the unnatural body, thus causing a flash of lightning and a roll of thunder. In this way the flint stone was scattered over the face of the earth and proved a blessing to the early arrow makers and fire burners.

At last the stone man was overtaken and laid low on the lakeshore near Grand Traverse Bay, and the body lies stretched there a mass of flint known as Stony Point, forever a monument to the valor of Ne-naw-bo-shoo.

Wabanosa, son of the chief counsellor of the Garden River reservation, and himself the greatest Pau-pau-kee-wis of the Hiawatha drama, thus tells the story:

"When I was a small boy I heard story from my grandfather. He was old man one long time ago. I wish I can remember all them story. He tell me about Ne-naw-bo-shoo

"Ne-naw-bo-zhoo was great spirit, very little, very big. He do everything good, everything bad. He make the sun come up. He make the rain. He freeze over the river. He can change to beaver, or bear, or moose in a minute. He is everywhere all the time. He chase his brother all round the world. He make the willow red for boxes and baskets. He make the wa-quat to grow on the rock for food in the winter. He whip the maple tree to turn syrup to water so his people have to work for it. He split the birch bark, and make the pitch in the pine tree to use for canoe and water bucket. He make the rabbit, wa-bose, to sleep with his eye open, and the blue jay to cry out some danger in the woods.

"He is always hungry. One time he invite all the duck to dance in his lodge. Then he tell them to shut their eye and dance hard to keep warm. After while they get dizzy, and Ne-naw-bo-zhoo grab up and ring their necks. Bimeby one duck open his eye little bit and see that. He scream, 'Ne-naw-bo-zhoo is killing us. Everybody fly away.' Ne-naw-bo-zhoo kick him and break his back down so he can only dive but not fly. So he is great diver after that. His name is called Shin-ge-bish, hell diver.

"One day, Ne-naw-bo-zhoo say to his wife, 'We got no food. We go call on Mr. Woodpecker.' They go. Mrs. Woodpecker clean out big kettle. Mr. Woodpecker put two bone in his nose and red feather on his head. Then he climb up tree and peck with them bone. Bimeby one fat coon fall out that tree. They have good dinner. Gone away again. Ne-naw-bo-zhoo he forget his glove on purpose. He call back to send boy with his glove to-morrow.

"To-morrow come. Mr. Woodpecker think there is some trick. He tell his boy be careful. Don't go in Ne-naw-bo-zhoo tepee. Boy will throw glove. 'No, no!' Ne-naw-bo-zhoo say. 'Don't throw glove. Get wet in the snow. Come here with glove.' Boy go near. Ne-naw-bo-zhoo say, 'Your father good to give dinner. Tell your folks come to my tepee to dinner to-morrow. We got lots to eat.' Boy go away. Next day Woodpecker family come to Ne-naw-bo-zhoo to dinner. Mrs. Ne-naw-bo-zhoo clean big kettle. Ne-naw-bo-zhoo put red leaf in his hair and two deer bone in his nose. Then he climb tree and peck hard in tree like Woodpecker. Bones go through his head. Everybody laugh. Woodpecker say, 'What you do? Kill yourself? Let me show you how to do that.' Then Woodpecker take bones, climb up tree, peck big holes in tree. Make nice music in woods. Bimeby coon fall out like before. That's what Ne-naw-bo-zhoo want. He gets good dinner again.

First place Ne-naw-bo-shoo had big black dog called Thunder. One time dog go down to lake to drink water. He didn't come back. Sea god steal him in I guess. Ne-naw-bo-shoo was pretty mad. He take sharp spear, get in boat, go out on lake. He cry out, 'Sea God I defy you. I defy you. You steal my Thunder dog. I defy you, Miche-le-ne-gwe!'

After while big fish come up—smash them boat all slivers. He swallow Ne-naw-bo-shoo whole. Ne-naw-bo-shoo hang on to his spear. When he is inside he stick spear in whale's guts. Whale go crazy, swim round, make big waves. (Now when lake make big waves Indian say, Miche le-ne-gwe—he's mad.) Bimeby big fish run up on shore—Ne-naw-bo-shoo come out—run away.

After while all sea animal want to come up on sand to get sun, but Sea God he's afraid of Ne-naw-bo-shoo. He send sea serpent out to look for Ne-naw-bo-shoo. Bimeby sea serpent come back and say 'I see only black stump on beach. I don't see Ne-naw-bo-shoo.' Sea God say, 'You go wind round the stump,—squeeze tight. May be Ne-naw-bo-shoo.' Sea serpent go out. Wind round stump—squeeze tight. Ne-naw-bo-shoo pretty near squeal but he don't squeal. Sea serpent go back and say 'He don't squeal.' Then Sea God send sea tiger to stump. Sea tiger go, scratch head in stump. Ne-naw-bo-shoo pretty near cry this time, but he don't cry. Tiger go back, say 'I find only stump. I don't find Ne-naw-bo-shoo.' Then all the sea animals go out on beach to get sun. They have nice picnic. Bimeby sharp arrow come from stump, hit big polar bear in side. Then they know that this is Ne-naw-bo-shoo turned into stump. He have to run away. Bimeby he meet Mr Frog on road—look like doctor, eyeglass, medicine case, thermometer I suppose. Ne-naw-bo-shoo he say, 'Nice morning. Where you go to-day?' Dr Frog say, 'Polar Bear get hurt. I go doctor Polar Bear.' Ne-naw-bo-shoo don't like this very much, so he kill Frog, take off his skin, put on himself, go doctor Polar Bear himself. When he get there he say 'I have to pull out arrow little bit every day. Then you live.' But this mad one man, he push in arrow little bit every day. Polar Bear die. Ne-naw-bo-shoo take bear skin and run away.

Then Sea God know that he got quack doctor. He's pretty mad. He makes big waves to go all over the land to drown Ne-naw-bo-shoo so he don't make some more trouble. Bimeby Ne-naw-bo-shoo meet Mud Hen. He tell Mud Hen to drink up the waves so he can get away. Mud Hen try to drink up the waves. Bimeby she's too full, she bust. Then waves go on again. Ne-naw-bo-shoo he run fast, he's pretty tired. He see Badger dig hole, fill up hole behind with dirt. Ne-naw-bo-shoo tell Badger take him in hole till wave go over

Badger take him in all right. When he come out, he is glad he don't drown. He throw Polar Bear skin on Mr. Badger. (After that Badger always have white stripe all round.)

Bimeby water all over the earth. Ne-naw-bo-shoo he's got no land to be king. He build big boat, take in all animals, birds, everything he's got. Long time he float round on big water. Bimeby he call Beaver. He say: You best diver in world. You go down get some dirt, I have to build another world. Beaver he bite on that nice words. He dive down. Bimeby he come up all puff. He's dead. Few days more, Ne-naw-bo-shoo call Muskrat to go down get dirt. Muskrat go down long time. Bimeby he come up dead, but Ne-naw-bo-shoo see she's got one little paw close tight. He open little paw,—he find some dirt hold tight in little paw! That's way he make another world. Land God, and Sea God, don't fight much now any more.

THE MOUNTAIN CHAPEL

BY EUGENIE ROBIN

On the first of September, 1885, as shown by the Mission records, the Rev. Father Joseph Hebert, of the Society of Jesus, then Superior of the Indian Mission across the River, at Fort William, chose the site on Mount Mackay, for the erection of a sanctuary, dedicated to the Sacred Heart, which was to serve as a place of annual pilgrimage. In the same records we also find that there were pilgrimages to that site on the 9th of September 1885, the 2nd of July, 1886 and the 24th of July, 1888. It was not until the 15th of September 1888, however, that the erection of the chapel was commenced. The chapel was built by the Indians of the Mission under the supervision of the Rev. Father Hebert, Mount Mackay stone being used in its construction.

The site selected on Mount Mackay by Father Hebert was a truly enchanting spot situated on a plateau, in the solitude of the mountain side, where a solemn stillness pervades. Here the people of the Mission and others made their annual pilgrimage and held service in the chapel. This pilgrimage was one of the most delightful imaginable. I have one in mind at which I was present, one beautiful June day, in 1902, Friday the 13th being chosen.

Leaving the Mission at 6.30 a.m., accompanied by Sisters St. Philip, Magdalen, and Catherine of St. Stanislaus, Fort William, and Sisters Ignatius, Ambrosia, Matilda, Dionysia, of the Mission, Father La Marche, and Brothers Lemieux and Langevin also of the Mission and Brother Rousseau of St. Patricks, some Indians and a few whites from this side of the River, we began to march to the foot of the mountain, ascending by a winding path with shrubbery on either side through which shone the bright light of the morning sunshine until we reached the plateau where the chapel stood under the shadow of the summit rock. There service was held by Father La Marche which lasted nearly an hour. After mass came the hours of recreation with laughter and mirthful chat. Lunches were spread and sitting in the sheltered spot on that beautiful mountain land overlooking the surrounding country lunch was enjoyed to the fullest extent as only those who have taken the trip can imagine.

After the luncheon hour a few of the party attempted to climb to the summit. The ascent was sharp and tedious, but once there a glorious view was obtained. The lookout was grand. Yonder in the sunlight reposes Thunder Bay along through the country runs the Kaministiquia River in a serpentine course. A panorama of the town and surrounding district spread before us. The air was pure and clear. From the summit the splendid voices of the Brothers with a few of the Indians sang hymns to which those from the chapel below responded. The sounds of their voices echoed through the silence of the woods. The celestial home seemed nearer than elsewhere in this quiet peaceful solitude. Much as we admire scenery arranged by the hands of man for beauty and soul inspiring scenery it seems naught to be compared to that wild rugged scenery where nature reigns supreme, where no puny hand of man has dared to invade its sacred precincts.

We descended again to the chapel to join our companions and there was amusement awaiting us which was strange to some of us who had not attended before and which I will try to describe.

The Indians had a peculiar habit of giving Indian names to the whites who attended any of their gatherings in the woods or mountains for the first time, and the few whites whose attendance was the first, were each to be given a name. I in company with another and an Indian woman guiding us by the hand, marched around to the tune of an Indian war song while we were given our names in Indian. Father La Marche having a knowledge of the Indian tongue translated the meaning of the name into English. Nasmgpigog, Light of Day, was the picturesque name given me. I cannot recall the other names but they were all equally interesting. This ceremony was amusing in the extreme. Nevertheless, amusing as it was, one of the Sisters, a gentle nun then at St. Stanislaus school could not be induced to go through this performance, these peculiar Indian customs held no charm for her.

I must not dwell longer on the enjoyment of this journey, it must be taken to be appreciated, and it was with reluctance that the word was passed down,—"All ready for home!" Gazing on the landscape from the mountain brow, we took a parting glance at the sylvan beauty of the scene below and retraced our steps homeward, fatigued but having enjoyed the journey immensely, with a longing desire to return again to this enchanting spot in nature's solitude.

Alas, many changes have taken place since the beginning of our story. The chapel is now only a memory, for with the removal of the Mission to make way for the progress of our growing city, the mountain chapel was abandoned and only the ruins now remain. Thus one by one Fort William's historic landmarks are disappearing.

REMINISCENCES OF A VAGABOND

BY FRED M. DELA FOSSE

1883 and 1884

I am not really a vagabond, although for the space of a year and a half I deliberately cut loose from the hum-drum existence of a life in the backwoods in order to see something of the world outside. Perhaps it will amuse my readers to learn that fifty years ago the wilds of Canada were filled with newcomers from England who had arrived in Canada fired with the high purpose of carving out homes for themselves and who brought with them not only considerable sums of money but an education and trained intelligence somewhat higher than is generally credited to the ordinary backwoodsmen. They were mostly men from the great English public schools trained for nothing in particular but whose early hopes for the army or navy had been dashed to the ground by their inability to pass their examinations. Nine-tenths of them were remittance men and right well they lived up to the traditions in which they had been reared by spending all their money in order to give themselves airs in the new community. I am not ashamed to say that I was a remittance man and that I spent all my money, because it was one of the best things that ever happened to me and it forced me to rely on my own resources at an age when I was forceful enough to strike out and do something. It would take too long and has nothing to do with the particular phase of my travels and adventures which I am here recalling to give an extended account of the manner in which I reached Port Arthur. It will be sufficient to say that after spending four years and a half in the wilds of Parry Sound, during three of which I had paid a gentleman (an Englishman) £100 per annum to instruct me in the mysteries of chopping, logging and a few other useful but unlucrative pastimes, I sickened of the monotony and mosquitoes and determined to pass a short time in travelling through the North-West Territories. I had spent nearly all my money so I determined to hire out with a surveying party to survey townships in the Province of Alberta. After a summer's work we found ourselves back in Winnipeg, stranded for want of money, owing to our surveyor having departed for parts unknown and taken his money bags with him. It was then the month of November, the weather was decidedly cold and as I had no cash to buy warmer garments I was compelled to parade the streets of Winnipeg day after day, seeking work, in clothing that was decidedly the worse for wear and ill adapted to withstand the biting breezes of that region. I had a friend named Hall who hailed from Sutton, on the shores of Lake Simcoe, and who was in the same predicament as I was, being out of work and penniless, and I remember how we used to trudge the streets day after day, and dive into bar-rooms in order to get warm at the stove when we found the temperature outside too frigid for comfort. I like to recall those days because I have always treasured the memory of kindnesses I received from men whom I casually met in my wanderings through the city. One of these was a young fellow called Frank Lean, an Englishman, like myself. We discovered a bond of amity in the fact that I had been at school with a connection of his, named Church, a son of Florence Marryat by her first marriage. She afterwards married Colonel Lean, father of my friend. Many were the tales that Lean told me about the novelist. Through all the intervening years I have treasured Lean in my memory as one of the truest-hearted and kindest friends I have met. After I left Winnipeg I lost sight of him and have never heard of him since. But I met many others, some of them scions of the nobility, others ordinary individuals like myself, but all gripped by the same demon of unthrift, those who had money drinking themselves to death and those who had none preying on those who had. There were a choice few who held aloof, but they were in the minority. I am thankful to say that I never had an overweening love for liquor so I survived the ordeal, not through excess of virtue but simply as Dr. Johnson would have said, through stark insensibility. After a winter of discontent during which Hall had been lucky enough to land a job of carrying clothes round for a laundry and I had obtained more strenuous employment by taking a job of bucksawing wood in the back yard of a German Jew named Shantz, from Berlin (Kitchener) we met together to discuss ways and means. Our conference led us to apply at the C.P.R. offices for work down the line, on our way homewards. We were given employment, with free passes to get to our destination at the Flat, now Fort William. On counting up our worldly wealth we found it to consist of 75 cents, all of which belonged to Hall, as I had been bucking cordwood for my board and lodging and had nothing. We agreed that we could make the 75 cents do till we got to Fort William and that by purchasing that worth of gingerbread and washing down our meal with water we would feel the equal of the wealthiest in the land. Gathering our worldly possessions together and bidding an affectionate adieu to my generous hearted employer who was kind enough to tell me that he was sorry to part with me and would take me back at any time, I shook the dust of Winnipeg from my feet, determined that the next time I landed there it should be in very different circumstances. We managed to keep body and soul together with the gingerbread and when we got to our destination at "The Plot," as Fort William was then called, we were told off to shovel coal on the C.P.R. trucks and advised to board at the Neebing House, a big white-painted wooden structure, standing close to the banks of the Kaministiquia River. That was really my first introduction to the truly seamy side of life. The beds were beyond measure filthy, and the company was worse. Amongst an agglomeration of Swedes, Russians, Negroes, Dagos and out-at-elbows Englishmen, Hall and I soon found our lot was not a happy one. After two days heavy shovelling on the trucks my right hand developed a felon and I had to rely on Hall to lend me money enough to keep going till I was well again. He obtained work for the two of us in a cordwood camp run by Graham and Horn steamboat agents and wood merchants and after a few days helping in the kitchen I went into the woods and started chopping wood. I was an adept at chopping as I had already had three years or more experience of it in Parry Sound so it was not hard for me to earn enough to pay Hall back what I owed him and pay my board bill besides.

We put in a strenuous time in that camp as the choppers were an unruly outfit and would fight at the drop of the hat. I had an early experience of this when I got into trouble with a man who had stolen my socks. They were the only pair I possessed and I had deposited them under the stove to dry when I came in from work at night. When I looked for them I found them covering the pedal extremities of a giant named Jim McGrath. Not to enter too closely into details I got back my socks but only because Mr. McGrath was so astonished at my hardihood in bearding him that after throwing me over his head on to the red hot stove (he was the champion wrestler of the neighbourhood) he put me on my feet and handed me over the socks. "Young man," he remarked, "Yer've took me when I'm feelin' good-natured. If yer'd took me when I was feelin' real ugly I'd have knocked the daylights out of yer.—Here's yer socks." As I was only anxious to regain my belongings, I was quite pleased when he returned them. He always took my side afterwards and helped me out of many a tight place with the other ruffians in the camp.

We managed to put in the winter fairly comfortably and then, thinking we would better our condition hired further up the river to chop wood for Sheriff Carpenter. As my memories of Sheriff Carpenter and of his son are not particularly pleasant ones I shall only say enough to remark that both Hall and I were very pleased when we bade that gentleman and his enterprising son farewell. We were both compelled to carry our trunks down the line towards Port Arthur and seek another boarding house as the Sheriff, genial gentleman had told us that we needn't hope to pass the night in his establishment seeing that we had thought fit to give warning and we were therefore no longer in his employ.

I can see ourselves now, each carrying a trunk on his back, wending our way down the road to Port Arthur looking anxiously for any sign of a boarding house to rest our tired bones. Ten o'clock at night is scarcely a propitious time for seeking an abode and we found ourselves compelled to pass the night sitting on our trunks by the side of the road, sleeping as well as we could in that uncomfortable position. Hall was getting pretty well fed up with this vagabonding and yearned for home and a bath. He said to me, "Look here DelaFosse, aren't we two blessed idiots to be voluntarily cutting ourselves adrift from civilization in order to see how the other half lives? As soon as I get to Port Arthur I'm going to write for money to go home." I was more than half inclined to agree with him but the lust for adventure was strong within me and I told him that though I would be sorry to part company with him I intended to put in one year at any rate before I returned to the backwoods.

We trudged into Port Arthur next morning and with what little money we possessed we purchased bucksaws and saw horses and started soliciting jobs in the back yards of the wealthier residents. By night-fall we had managed to strike employment and also to gain an entrance into a passably clean boarding house, not one of the sort that charged ten dollars a week but clean and cheap nevertheless.

We used to sally out every morning with our saw horses on our shoulders and at the end of a few weeks were fairly conversant with the back premises of the houses of the Port Arthur gentry. But this was Hall's expiring effort. He wrote as he had threatened to do and on receiving money from home took the first steamer back to his people. We parted from each other with regret. He had been a good friend to me and possibly I had been a fairly good friend to him but it was hard work saying good bye to him. Henceforth I was thrown entirely on my own resources and in order to make assurance doubly sure that I should have to work in order to live I deliberately sent home a Letter of Credit for £25 which a compassionate uncle had remitted to me from England.

I sometimes felt sorry that I had succumbed to such a fit of exuberant self-reliance. However, as events turned out, such a token of independence did me good with the powers at home. My first act after bidding good bye to Hall was to hunt around for something more elevating and remunerative than sawing wood. I had always had a penchant for writing and immediately on my arrival in Port Arthur got busy and indited one or two poems for the periodical of that day, the Port Arthur Sentinel. They were accepted, with many thanks and no cash, but through their agency I became acquainted with Mr. Stilwell, an Englishman, who was then owner or editor of the paper. I shall never forget my first meeting with that gentleman. He had been pointed out to me as editor of the paper so I made bold one day, when I had my sawhorse on my shoulder, to accost him and ask him if he could oblige me with some literary work. After talking a few minutes he was kind enough to say, "I see that you are an Englishman like myself, and of course I am always anxious to help a fellow-countryman, in this case more particularly so as I see that you are a man who has not been brought up to saw wood. Come round to my office at 5 p.m. and I shall have a literary job for you." I thanked him heartily, and he said with a magnificent gesture, "Don't mention it, my dear fellow, pray don't mention it—it will be one of the happiest days of my life if by any means in my power I have been able to help a man in distress."

I was in no distress but I did not think it necessary to enlarge on that point and hastened to bedeck myself in all the finery I possessed in order to present myself in a becoming manner at the office of the paper. Having nothing much beyond a clean collar and a dirty shirt and trousers, I went the round of my friends and managed by dint of great effort to collect together a complete outfit. It was a variegated assortment. A pair of trousers from a man called Gavey, who was 6 feet 5 and abnormally thin; a shirt from a man who took a 16 collar; and a red tie, brand new, from a freckle-faced youth lately arrived from Ireland. When I look back at that time I see elements of humour in it, but I was in a very serious mood and most strongly imbued with a sense of my importance when I arrived at the office arrayed in my borrowed plumage.

I waited patiently and after about fifteen minutes, Stilwell came into the room and saw me sitting in his editorial chair. "What the?——" he exclaimed, but recognizing the occupant of his sanctum he added, "Oh yes, DelaFosse, you've come for that job haven't you?" I purred in a pleased manner that I had. "Well," he said, "I am afraid that you won't find much in it at first but you know, one has always to begin at the beginning and climb upwards to the stars. That's the way I had to do and look at me now" and he puffed his portly frame till it resembled a barrel. "Now," he continued, "what I want you to do is to carry these papers round town. The pay won't be much as we are not able to pay as much as we would like but there is always a chance for a raise for a good man." I was aghast—all my dreams of blossoming out as an editor and influencing the world faded out into the ewigkeit and it was with a very crestfallen look and humble voice that I asked him how much there was in the job. "Well," he remarked, "seeing that you are not like some of the useless young devils I've had round me lately I'll make it worth your while and say [illegible] a month, without board." My first impulse was to tell Mr. Stilwell that his overwhelming generosity was too much for me and that I could not possibly bring myself to accept such a munificent offer, but on second thought, seized with the spirit of adventure and seeing that I knew nobody, I said "Well, I'll try it for a week anyhow—give us the papers."

I only lasted one night. In the course of my round I had to enter a grocery store and had laid the paper on the counter and was just turning to go out when the clerk espied me and called out, "Say, young feller, is that the Sentinel?" I blandly replied that it was. "I've a blamed good mind to kick you," the youth shouted, "that paper hasn't been delivered for six weeks past." "Oh! indeed," I replied. "Get out of here," he cried, "and don't you sauce me." "I'm not going to get out of here," I answered, "until I have found out whether you can kick me out." There were no more papers delivered that night. In less time than it takes to write we were having a rough and tumble fight on the floor and the evening's edition was scattered about in every portion of it. First one, then the other would be on top and we rolled about and mauled each other in the most approved style of ruffianism. Finally we rolled right out of the store into the street and fought to the gutter. In about five seconds a howling mob had collected and I was told afterwards that amongst them was the Chief of Police, an Irishman of the name of Burke, who was enjoying the spectacle as much as anybody. It was only when an old lady came along and tapped him on the shoulder and told him that he ought to be ashamed of himself allowing such goings on that he took a hand in the game and with the aid of one or two bystanders dragged us apart. He was a fine chap was Burke, all he said when we were separated was, "Get away as quick as you can." We took him at his word—The clerk vanished into the store and I sneaked up a bye street to my humble lodging. We were a terrible sight, both of us covered with mud and gore and our clothing ruined. I am happy to say that when brighter days dawned for me I was able to make the acquaintance of that clerk and found him not such a bad fellow after all. Next morning I went to Stilwell and told him that I resigned the job. I said that I was not yet fully qualified to fight in the prize ring and that when I did I would do it under different auspices. What he needed was a John L. Sullivan on the staff. I sent him a piece of verse afterwards which he did not publish, to emphasize my ideas on the subject.

I returned to my sawing finding it infinitely more lucrative and free from strife. I had an uneasy time of it with my friends when I had to inform them of the damage to their clothing. They were inclined to be nasty about it and said unkind things and wondered when I would be able to make good the injury. However, I was able to pay them back in a short time as another letter of credit happened along and I was able to indemnify them. After some months of buck sawing I had the good fortune to meet a Mr Furlong, a Land Surveyor, who was interested in surveying mining locations and having made known to him my desire to obtain a change of employment he very kindly offered me a place with him on his surveying staff. This proved to be the end of my financial worries for he paid me $1 a day, one dollar more than any of the rest were getting owing to the fact that I was an expert chopper, which was what he was in need of.

But my adventures in Port Arthur were by no means over. I had made friends with a Mr Romaine Winans, a gentleman of roving proclivities with a wide knowledge of liquors, who like myself was on his beam ends and taking whatever job came into view. We lived together in a little lodging house where we hired a bed room and took our meals wherever it pleased us. Winans sometimes came with us on short surveys if he was fortunate enough to be in a healthy condition when we started on our treks but as he so often celebrated the good luck of landing a job by getting drunk the night before we often had to go off without him.

We often left poor Winans at home. We were away about two weeks engaged on a survey in the vicinity of the Rabbit Mountain Silver Mine which was owned by a half breed of the name of Oliver Daniels, under whose auspices the party was engaged in making further locations. Daniels was with us and so was his father in law, an Indian chief, a fine old man of the name of Chesataw, a Chippewa. We had a fairly strenuous time on that survey and I shall never forget having to carry a man on my back 7½ miles through the woods to the nearest camp. He had severed an artery with an axe and if it had not been for my knowing enough to make a tourniquet by means of my handkerchief and a stick he would have bled to death in the woods. He weighed 180 pounds and as there was no road and I had to make my way over hill and dale through swamps and across rock-strewn rivulets, and sometimes even over gorges where a single tree felled across proved to be the only bridge it may be gathered that it was a real task. It took me all day but I accomplished it and had him landed safely in the Port Arthur hospital which was situated at the foot of the Ridge and was under the care of the Roman Catholic Sisterhood.

My memories are very keen of that particular survey because on my return I took my washing to a Chinaman to get washed. He handed me a piece of paper with some hieroglyphics on it and I went home happy. At the end of the week I went for my clothing and was handed back a handkerchief and a collar which did not belong to me. As the Chinaman could not talk a word of English and I was equally ignorant of Chinese our palaver came to nothing and I invoked the aid of my friend the Chief of Police in the discussion. Nothing came of that either and the Chief told me that I had better be content and not sue him as nobody could understand the man anyway. On my remarking that I didn't see why a Chinaman should be allowed to go scot free after virtually robbing a man he said pleasantly that the best thing I could do was to take it out of his hide and he guessed the magistrate would treat the thing leniently. Common assault was so common in those days, owing to the squabbles amongst the navvies that a mere misunderstanding in which a Chinaman might get his head broken was looked upon as a joke, a good thing for the Chinaman in showing him that he was in a free country. He could steal your clothes and get off with them and you could on the other hand, retaliate by breaking his head and get off with that. I went home in a very dejected frame of mind and poured out my woes into Wemans' sympathetic ear. "Leave it to me old man," he observed, "I'm not going to see you stuck—just watch your smoke." He went out and I settled down in a chair to cogitate over the matter. In about half an hour an emissary from the Police Court presented himself at the door and handed me a note. It proved to be from Wemans, telling me that he had been landed in jail for turning the Chinaman's laundry upside down and throwing the Chinaman himself into the road. He asked me to come and provide bail for him so that he might be able to get home and have his tea in peace. I went to the Police Court and didn't have much trouble in arrang-ing with my friend the Chief to let Williams out of the cells. He appeared next morning before the magistrate and was let off with a small fine. In speaking to me about his experience at the laundry, he said that he had got so tired of trying to make the Chinaman understand what he wanted that he simply took him by the scruff of the neck and threw him out of doors and then proceeded to gather up such articles of attire as he thought I might require in order to make good my loss. As these would have been the property of various unknown individuals it seemed hardly the proper method of procedure. However, the matter blew over but I never got my clothes again.

A very interesting man whom I met on my varied excursions into the woods was a Captain Walpole Roland, a retired English army officer. He was a friend of Furlong's and used to be of some service to him in an engineering capacity. At that time Captain Roland was a man of about fifty-five years of age, slight and sinewy and with a decided taste for strong drink. He had had many hairbreadth escapes in the wilds, among others, he had been the sole survivor of a landslide in the vicinity of James Bay. He had also had a narrow escape from death in attempting to cross from Red Rock to the mainland, a feat which he accomplished successfully, but his dog was drowned. To-day, after [illegible] interval I learn that Captain Roland is still alive and hale and hearty after passing his hundredth birthday.

Another good friend of mine was George McVicar whose death I noticed in the papers a few years ago. He was an old-timer at Port Arthur and I think was a near connection of the Moberly family or of the McKellars. Then there were Russell, the land surveyor, and Frank and Tom Keefer, lawyers, and Wink, also a lawyer, Munro, another lawyer, and Neil McDougall, a well known resident of the town. I remember being invited to a dance at his mother's house and going in a pair of trousers and a dress coat borrowed from my six foot five friend, Garvey. It was an awful ordeal as when I entered the room to make my bow to Mrs. McDougall, the strain proved too much for my attire and I had to spend the rest of the evening with my back studiously kept to the wall for fear of exhibiting the damage done to my unmentionables. As a wall flower I proved a success for I talked to two or three ladies who seemed astonishingly lacking in partners and apparently glad to have someone to talk to. It was a great night.

My memories of Neil McDougall and of Munro are most vividly connected with a certain First of July celebration when all sorts of sports were arranged for the proper

observance of the day. It has to be remembered that at that time Port Arthur was a very differently constituted place from what it is to-day. The town was simply over-run with navvies as the C.P.R. was in course of construction. The bars were wide open and there was a very considerable sprinkling of desperate characters. It can easily be imagined, therefore that a First of July celebration was altogether likely to be a very lively observance. Amongst the sports on the programme was a swimming race from dock to dock and back again and there were also rowing and canoe races. The docks were simply jammed with navvies and other onlookers. In those days I was somewhat of a swimmer and the navvies also boasted a man whom they looked upon as a champion. Excitement ran high. Only my own immediate friends knew my capabilities and they bet generously on the result of the contest. About twenty of us started in the race and only three of us kept on as soon as the swimmers struck the water. For sheer coldness commend me to Lake Superior water. I never felt anything like it in my life except when I broke through the ice once and was immersed up to the neck. The race then lay between a man named Paul Giroux, an athletic individual who had once trained Hanlan, and myself. The third man was a negligible quantity whose name and personality have escaped my memory. It was a fast race. We had to go fast in order to keep the circulation going. To make a long story short, I won by a handsome margin, but for the balance of the day I was kept well in the background. We were informed that a bunch of roughnecks who had bet on the wrong man were determined to get hold of me so my friends hid me away till the excitement had died down. I was pitted against Neil McDougall and Monro with Paul Giroux, I think for my partner, in a canoe race but they were too good for us and beat us handily. Perhaps, if either of the gentlemen named sees this item the event in question will be brought again to their memory.

Amongst my other recollections of Port Arthur is a very vivid one of a man called Barrett with whom I used to room in a little dwelling on Water Street. He was a terrible drinker and there were all sorts of pledges pinned up on the wall in our room, which poor Barrett had taken at various times and had systematically broken. He was in the throes of another effort to ban drink when I met him and I can remember so well when I first entered his room being struck with the apparent firmness of will he evinced in regard to toping. I asked him to have a drink from a bottle in my possession but he cried in a theatrical manner "Avaunt, I never take the cursed stuff." Then he pointed to the pledges on the wall

"Don't tempt me, my dear friend," he said, "don't tempt me." I put the bottle away and after a few minutes Barrett called to me. "I'm feeling very weak and tired, to-day. Do you know, a little drop of that cordial of yours would do me no harm." "Remember your pledge" I said, and Barrett subsided. We went to bed and in the middle of the night I was awakened by the sound of something gurgling from a bottle. I sat up, lit the lamp, and discovered Barrett gulping down a generous draught of whiskey from a bottle he had secreted under his pillow. Of course, the end of that poor chap was disastrous. I think I am right in saying that he came to his end by jumping off the taffrail of the Butcher's Maid, a vessel owned by a man named Smith, who was engaged in providing meat supplies for the navvies on the different contracts down the line.

A man named Healey used to keep the Shuniah House, a hotel situated a short distance above Water Street, on a street leading to the Ridge, where a number of us young English good-for-nothings used to assemble at night to sing songs and engage in other festive doings. Healey died and his widow started a boarding house. A friend of mine, named Massey, and myself, took rooms there and stayed for a considerable time. One of the most embarrassing experiences I ever had occurred in that boarding house. Surveys of mining locations used to take me away from Port Arthur for two or three weeks at a time and I was in the habit of coming back to the boarding house at all hours of the day or night. Massey had occupied his room for months and as we were very close friends we used to make free of each other's belongings and walk in to greet each other in a thoroughly unceremonious manner. On one occasion, when I had been absent about three weeks I reached Port Arthur about three o'clock in the morning and, as was my custom, went straight to Massey's room. I tiptoed in and wishing to give him a good scare I reached out and caught what I thought was Massey's hair and gave it a hearty pull. "Wake up," I said. But to my horror an ear-piercing yell from a woman rang out on the night air. They had changed Massey's sleeping apartment during my absence and on this particular night a married couple was in possession of it. The whole house was roused and I had an awkward time explaining my mistake. Luckily the aggrieved couple were also friends of mine and everything was forgiven. But I very much doubt if the lady in question will ever forget the fright she received on that night.

I could ramble on at pretty considerable length and tell a number of exciting experiences, humorous and otherwise,

but it is almost with a feeling of sadness that the mind reverts to those days. One of the saddest of all experiences was when the Northern Hotel was burnt to the ground. I shall always remember that. One poor fellow whom I had known (I forget his name) a traveller for the firm of Carscaden and Peck of Winnipeg had escaped and was out in the street watching the progress of the fire, when he remembered that he had left some money belonging to his employers in his room. He rushed back but was caught by the falling in of the roof and burnt to death. It was a terrible ending.

Another memory that looms up is of an attempt made one night by a half-starved young man to sandbag me. If he had been successful he would have been able to secure the princely sum of one dollar which I had earned that day by buck sawing, but he was unsuccessful and I managed to keep my dollar. He told me when I let him go that he had been without food for four days and was driven to desperation. I met him next morning at the corner of the street by Tom Marks' store and he was so shamefaced that he couldn't look me in the face. When one comes to think of it he had done nothing to be particularly proud of.

One funny thing that happened was when one fine day in summer a large party of young men and women started out for the Welcome Islands on a picnic. Whilst they were enjoying themselves a storm came up and the whole party were marooned for the night on one of the islands, and had to shelter themselves as best they could. Possibly some of the older residents may remember that episode. There were many nervous parents in Port Arthur that night, anxious for the safety of their sons and daughters.

Our surveying trips took us into strange places. One of our engagements was to survey the stone at Thunder Cape as a gentleman from London, owner of one of the papers there, had come to the conclusion that it was good for paving stones. The Bay was covered with ice and the party started off to trek across to the Cape. I forget exactly how many miles it is distant from Port Arthur, but I know that it took us the best part of the day getting across as we had to make wide detours owing to huge cracks in the ice. It was glare ice at that and mighty hard to keep one's feet on. It was very cold weather and as we had no tents the entire party made the best of things and built a roaring fire, curled up in their Hudson Bay blankets and went to sleep under the starry sky. During the night a red hot cinder landed on my blanket and burnt a hole as big as a washbowl in it.

Our peregrinations sometimes took us far afield. In one of our trips we paddled and portaged for miles up the Nipigon River—a wonderful river filled with speckled trout. We were within ten or twelve miles of Nipigon Lake. I can well remember that our party was caught by Mr. Renison, the resident Church of England clergyman at the mission of Nipigon near Red Rock, and treated to a sermon of more than an hour's duration. It was raining but that mattered nothing to the zealous clergyman. He stood it and made us all stand it too. It was on that trip that I cut my knee and had to be paddled and helped over the portages home. I was in the Port Arthur Hospital for five weeks, recovering from the wound.

A very interesting character whom I met at Port Arthur was an Englishman who went by the name of Dynamite Sutton. He was a gentleman, working for his living, like ourselves, but his specialty was one that none of us would have cared to engage in. He was engaged to cart dynamite to the various contracts along the line. It didn't matter to Sutton how rough the road was. The way in which he would jog up and down the declivities was a caution. I never heard of his being blown up in an explosion. Fortune in this case certainly favoured the brave. Another friend of mine was not so fortunate. He invited me to spend the evening with him in his shack in the little township [illegible] Corners. I was unable to go and it was just as well. Some nitro glycerine which he was thawing out at the stove exploded and sent him and his shack into widely scattered portions of the adjoining township.

The last survey in which I was engaged was in the vicinity of Jackfish Bay. We were to survey some copper and zinc locations there and part of our work consisted in having to carry out 100 pounds of quartz apiece on our backs to the lake shore for transhipment to Port Arthur for the purpose of having it assayed. I have carried rough weights in my time but that particular load was the worst I ever carried. Three miles through the Lake Superior woods, over boulders, down precipices and across deep ravines, without once laying down the burden taxed one's strength to the utmost. At the end of it we were so exhausted that to a man each bought a bottle of Northrop and Lyman's Vegetable Dyspeptic Cure at the local railway store and finished it to the last drop. Perhaps it is needless to add that it nearly finished us. But the alcohol in it was what we needed and what we simply had to have.

I would like to add something about the size of Port Arthur and Fort William at that time, but they were neither of them of great account, either in size or importance. We chopped in the woods where some of the present large elevators in Fort William are situated and the biggest building in the place was the old Neebing Hotel, a white, wooden structure, I suppose long since pulled down. There were very few houses in the place and what there were were unimposing. Graham & Horne were the chief magnates of the place and Sheriff Carpenter, I suppose, cut a figure of some sort in the social scale. I was not in the fashionable set at that time.

Port Arthur was far larger than Fort William.

There are many names that occur to me as those of people whom I met during my short and hectic sojourn on the north shore of Lake Superior. Amongst others that of Major Walsh, at one time a noted member of the Northwest Mounted Police; Rankin, a brother of McKee Rankin, at one time a somewhat famous actor; Oliver Daunais, a French half breed, who discovered the Rabbit Mountain Silver Mine; Kreissmann, a splendid pianist; Colonel Ray, a banker; Chisholm, a hotel-keeper; Edwards and Webster, accountants. I remember Webster well, a fine good hearted chap, with a strong propensity for borrowing and a weak propensity for paying. Now and again others crop up, but as the years go by the memory becomes defective and it is only those of whom for some special reason the remembrance still lingers, that spring out into the limelight.

The day came when I found I had my fill of adventure and hardship. It had proved a very useful experience. I had gone out to see the world in the rough and found it rougher even than I had expected, but it had cured me of one accursed vice of the Englishman. I had started in with an overweening pride of my nationality and in the belief that an Englishman was the superior of any other creature on earth. I had discovered that within decent bounds such a pride was right and fitting but that it didn't make the Englishman, per se, any better than anyone else and that even in the outer ranges of civilization, there was being reared a race of men who could hold their own in the company of Englishmen or any one else.

I returned home a chastened individual.

JOHN McINTYRE

BY MISS ANNIE E. McINTYRE

John McIntyre was born August 8th, 1817, at Glenorchy, Scotland. He came to Canada in 1841 and joined Sir George Simpson and party in Montreal. They travelled from Lachine to Fort Garry in bark canoes, manned by French Canadians and Iroquois voyageurs. Thence across the plains and over the Rockies on horse back to Astoria, at the mouth of the Columbia River. They visited San Francisco, Santa Barbara and the Sandwich Islands. From there they went north, calling at different places and reached Sitka, Alaska, on the steamer Beaver, the first steam-boat to sail the Pacific Ocean. Crossing Behring Straits into Russia, they journeyed on horseback across Siberia to Moscow, where they remained some time, returning after twenty months of travel. Many were the interesting stories told of this trip. I remember his description of Lake Baikal, where he went in for a swim, as being "liquid ice." Returning with Sir George Simpson to Canada, he visited many of the Hudson Bay Company's posts with him.

Fifty years later he crossed the continent again, this time in a luxurious Canadian Pacific Railway Pullman. On this trip he saw the wreck of the Hudson Bay Company's S.S. Beaver at Prospect Point, Vancouver, and was able through the kindness of the C.P.R. officials to secure some teak timbers from which he had a table made, which he valued very highly.

In 1847 he married Miss Jane Stone, and after some time spent at a Gulf Post, was in 1849 sent to take charge of Brunswick House, a post near James Bay, where he remained for six years.

Leaving Brunswick House, with their family of four little girls, three of them being born at this post, they travelled by canoe to Michipicoten and thence up Lake Superior, stopping every night, as of course they had to keep near shore in their frail craft. The Rev. Father Kohler, S.J., begged passage with them from Michipicoten.

Arriving in Fort William August, 1855, Mr. McIntyre remained in charge of the post, and later the District, until he left the service in 1878, when the post was practically closed.

In the early days the event of the year was the arrival of the Packet, a wooden box with sliding cover which was sent from Montreal with mail for the different posts. It was opened by the officer in charge, mail for his post removed,

sealed up again, and sent on by the couriers to the next post. When the box was empty, the out-going mail was forwarded in the same way to Montreal.

For some years the only white people were the Hudson Bay Company's little colony, at the Fort, and the Reverend Fathers Chone and Du Ranquet, at the Mission. The latter was a missionary priest, and spent much of his time travelling. Then came Robert McVicar and his family, and in 1863 Captain Duncan McKellar and his family.

Friendships formed in these early days between these three families lasted through life.

At the Fort an event of great importance was the arrival of the inspecting Chief Factor or Local Governor of the Company, as for instance, Edward Hopkins, Robert Hamilton, Donald A. Smith (Lord Strathcona), Mr W. J. Christie, etc.

In 1870, during the Riel rebellion, when the troops were being taken over the Dawson route, to Fort Garry, Mr McIntyre was of great assistance to Colonel Wolseley, who was having great trouble and delay in getting boats over the rough Dawson road. He recommended their being taken up the Kaministiquia River and over the H. B. Co's canoe route. Colonel Wolseley did not think that this could be done, but after some discussion agreed. The boats, ten at a time, with troops and supplies were towed by a small launch from the Station, now Port Arthur, to Point de Meuron. Here they were turned over to the Indian guides and thence by portage and the water route to the head of the Lake of the Woods without loss or damage. Colonel Wolseley and his staff, among whom were some men who later became famous, as Sir Redvers Buller, General Sir William Butler, Major Bolton and others, made many visits to the Fort, and were entertained by Mr McIntyre and his family.

In 1871 the S.S. Chicora of Collingwood arrived with a large party of members of parliament and press representatives. General Sir Charles Wyndham, a visitor to Canada at the time, was with them. Owing to a sand bar at the mouth of the River the party were conveyed in small boats to the Fort.

In 1872 Viscount and Lady Milton, with their family physician arrived. They wanted a quiet place for the summer. The only available house was on Mr McIntyre's farm at Point de Meuron, where they remained for some months, and where their son and heir was born. Another distinguished visitor in this year was the Earl of Dunraven. This was a busy summer. In September one of Mr McIntyre's daughters was married to Captain John W. Plummer, she being the first white girl to be married in the district. The top floor of one of the store houses had been fitted up as a church, and here the ceremony was performed by the late Archbishop Machray of Rupert's Land assisted by Rev. Widmar Rolph, Archdeacon Vincent, and Rev. Dr. Bryce, also being present. On the last day of December, 1872, the vanguard of the Canadian Pacific Railroad engineers arrived to run the line westward from Fort William. These were Frank Moberly, C.E., and K. F. Gordon, C.E.

In 1874, the Governor General, Lord Dufferin, with Lady Dufferin and their young son, Lord Clandeboye, and staff paid a visit to Fort William. After taking luncheon with Mr. McIntyre and his family, they were shown over the Fort, the old stone store, built by the North West Company being of most interest. This building had walls three feet thick, iron shutters and roof covered with bright tin. On these shingles many visitors' names were scratched, a few nails being kept handy for this purpose. The liquors, for which the Hudson Bay Company were famous, were kept on the first floor, the furs on the second until packed for England, and powder on the top floor. In some of the buildings were many relics of the old North West Company, flint-lock guns, cutlasses, a barrel of shoe buckles, and many other things of interest to visitors.

From time to time boats arrived from United States ports carrying many excursionists, whose great desire was to see an Indian War Dance. With a few gifts, a supply of food, and the necessary paint, this was soon arranged much to their delight.

When the Indians brought in their winter catch of furs they camped on the Island (No. 1) across from the Fort, where with their innumerable yelping dogs and beating of tom toms, there was little rest for the light sleepers at the Fort.

Many delightful and interesting people visited the Fort, among them a number of Americans. Some of these returned year after year to spend the summer camping, the wonderful fishing being a great attraction.

When Mr. McIntyre retired from the Hudson Bay Company, he built a home on the bank of the Kaministiquia River where the C.P.R. Freight Office now stands, near the Depot. In 1880, he was appointed Indian Agent for Treaty Number 3 Indians, travelling as far west as Rat Portage when distributing treaty money. Later the district was divided differently.

He had unbounded faith in the future of Fort William, and always declared that the Kam River would be a second Clyde. He was instrumental in having the post office returned to Fort William. It had been removed to West Fort William to accommodate the village which had sprung up when the C.P.R. made the place the terminal of the railway. The Postmaster-General at that time fortunately was a personal friend.

On August 4th, 1857, he was appointed Preventive Officer of H. M. Customs, this commission being signed by Sir William Eyre, K.C.B., Administrator of the Government of the Province of Canada. In 1856 he was appointed Justice of the Peace. This commission includes Peter Warren Bell of Michipicoten as this Judicial District was the whole of Lake Superior.

He spoke English, French and Gaelic, and so was able to make himself understood wherever he happened to be. He was much interested in the mineral wealth of the district, and made a fine collection of samples which were given by his daughter to the City a few years ago, as were also the cannon which adorn the steps of the city hall.

While at Fort William, three sons and one daughter were born to Mr. and Mrs. McIntyre.

Mr. McIntyre spent his declining years quietly at his home, where he was always glad to see his many friends. He died July 9th, 1898, at the age of 88 years and two months.

PLACE-NAMES

(From the Toronto Globe, by "A Bystander at the Office Window.")

Some one with the time at his disposal and the ability to take infinite pains might do a great work for Canadian posterity by seeking out and compiling the old Indian names by which different sections of Canada were known when the white man first came. We are not only in danger of never being able to discover the literary meaning of many Indian place-names, but in some sections self-conscious inhabitants have actually succeeded in having substituted for the Indian names some trite word or words neither musical nor colorful.

Toronto is an exception, having changed from York to the Indian word meaning the Great Meeting Place. Fort William, on the other hand, was known in the dim beginnings of its history, when it was headquarters for independent fur traders, as Wau-an-eek-ing. The spelling is our own, and was formulated from the pronunciation given by an old Indian Chief now dead. He told us that Indians knew the original site at Fort William as Wau-an-eak-ing, meaning the Big House, the Big House being the headquarters of the fur company.

In like manner the Indian name for the river with the three mouths that empties into Lake Superior at Fort William has had its original Indian name Kaw-maw-naw-taw-quaw changed to Kaministiquia, which some writers would tell us was a combination of French and Indian languages, and means "The river of many mouths." Old Chief Penassie, of the Mission Reservation, once brought another venerable Indian headman to prove to us that Kaministiquia was really a corruption of the Indian name, Kaw maw naw taw-quaw, which word did not apply to the river alone, but to the whole valley of Fort William through which the river flows. Its literal meaning in Indian was "The place where there is always plenty of game."

These are but a few isolated instances of the danger of losing the real Indian place names as time goes on.

NAME OF DOG PORTAGE

One expects to find throughout Canada lakes and rivers with such names as Whitefish, Sturgeon, Trout, Otter and Beaver, implying that the waters in question are the habitat of these animals. Almost as numerous as these are the lakes and rivers bearing the name "Dog," but why they should be so called is not apparent. One outstanding example is one of the fur traders' routes to the West from Lake Superior which ascended the Kaministiquia river from Fort William, Ontario, crossed Dog Portage to Dog Lake and continued up Dog river. Several explanations have been given for this application of the name according to a report of the Geographic Board of Canada.

The first known reference to Dog portage is as "portage du chien" in an account by the Intendant Begon dated 1716 of a journey up the Kaministiquia river to the Lake of the Woods made in 1688 by Jacques de Noyon. The earliest explanation found by the Geographic Board was contained in the diary of a fur trader who, under date of June 16, 1816, states that the name commemorates a tribe of Sioux who came to the region on a war expedition. He adds that the image of a dog is cut in the ground on one side of the portage and at that time was still perfectly visible.

Keating, the United States traveller who crossed the portage in 1823, explains the name as due to the figure of a dog carved upon the hill over which the trail passes, and adds that "this figure is nearly obliterated." Keating notes that "it is supposed to have been executed by a party of Sioux who had advanced thus far on a war-like excursion."

Sir George Simpson, Governor of the Hudson's Bay Company, who travelled west by this route in 1841, agrees that the name was first applied to the portage. He states that according to the traditions of the natives, two enormous dogs having taken a nap at the top of the hill on the portage, left the impress of their bodies behind them, "and certain it is," he concludes, "that such figures have been marked on the turf."

SIOUX LOOKOUT

The name Sioux Lookout was given the village just across the bay from the high rock hill on Pelican Lake south of the Canadian National Railway.

At the time of building the railway, many Indians had come to view the vast changes taking place. The eldest of the tribe, Chief Keesick (Daysky), now 106 years old, was asked by an official of the railway the name that he thought should be applied to the new station. There was no village there yet, and the old chief said "Sioux Lookout," in his Ojibway. This was interpreted to the official and the name was accepted. Later on the railway officials thought it best to change the name to a shorter one, and the name Graham was chosen. The village then growing up held to the original and historic name.

Chief Keesick when requested to explain how the name Sioux Lookout originated, took his listeners over the old and interesting story of how the Sioux chief of the northwest territories had sent some of his young warriors east to meet the Ojibways who were coming up the prairies looking for the handsome Sioux women to make them merry wives. The Sioux flotillas of bark canoes arrived at this very suitable looking camping ground below the High Rock Hill and it was here that while the Ojibways were coming down the lake, now called Pelican Lake, the coming Sioux spied them from the top of the High Rock Hill, where "young lookouts" well armed with bow and arrow had been placed and invited the Ojibways to battle for supremacy and which of the two tribes should have the women. It is said that the battle was fought behind the steep and high Rock Hill which yet can be seen, and where some of the bones of the killed were found many years after. The remaining few warriors not killed narrated the story of the battle to their sons, and Chief Keesick is one of them. Thereafter the spot was called Sioux Lookout, or in the Ojibway "Frann-ootah-sha-wauh-bah-mun".

(Told by J. D. Mackenzie, District Manager of the Hudson Bay Company.)

ORIGIN OF THE NAME SIOUX LOOKOUT

Many years ago, the United States Government endeavoured to make a treaty with the Indians who were to give up their land and go onto reservations. The Sioux of Dakota and Minnesota refused to do this and General Custer with a regiment of soldiers marched against them and massacred many of their warriors and their great chiefs. The balance of the tribe had to leave the country. They were prairie Indians, but they came hundreds of miles through hilly country and dense forests, fighting and taking the scalps of any tribe with which they came in contact.

The local Indians at that time were a mixture of Ojibway and Cree, but the majority were Ojibway, and they were warned of this tribe of marauders who were on their way to attack them, so they gathered in the deep ravine at the north side of the mountain, fully prepared for battle. The enemy quietly approached from the south, both by land and water, thinking they were unobserved. Stealthily they climbed the mountain to survey the country for signs of the Ojibway. Suddenly a flight of arrows from the ravine assailed them and many were slaughtered. The Ojibways, uttering their terrible war cries were upon them. Some were hurled down the precipitous side of the mountain, others were thrown in the lake to drown, and the remainder were taken prisoners. The captives were taken into the tribe and eventually intermarried with them.

The Chief of the tribe of the Lac Seul Reservation is the great grandson of one of these Sioux Indians. The Sioux are a much darker race than the Cree and the Ojibway. The Indians ever since have called the mountain Polax Chaupiocin or in our language "Sioux Lookout" for the unsuspecting Sioux had climbed the mountain to look across the valley for the Ojibway.

(Told by Zella Wright, Sioux Lookout.)

INDIAN LEGEND OF LOCH LOMOND

(A tale of the early 70's told by one who heard it from the lips of the participants. From the Times-Journal of 1906, by E. Robin.)

One night when camping at Loch Lomond, away back in the seventies, I met an Indian who had travelled from Grand Marais on a hunting trip. He was short of food, and we gave him a liberal supply, also a little eye water, which had the effect of loosening his tongue, and he told me the following story. This story was told him by his grandfather and must have happened at least two hundred years ago.

One day a party of two Indians and three squaws arrived at what is now known as Drumtochty, situated at this end of Loch Lomond. There they built their camp, which consisted of two wigwams and a strange tent made of brush. One of the squaws, a young and beautiful girl, had come with the party in search of an Indian brave named Big Wolf, who had told her that he would come back some day and marry her. At that time very few people visited Loch Lomond. The only ones outside of the Indians were a few white men belonging to the Hudson Bay Company who had occasionally gone hunting or fishing in these inland waters. Just at this particular time two white men were camping there. Their names were Fraser and Mackay. They had the Hudson Bay flag flying from their tent pole and the Indians at once made up to them, well knowing that wherever that flag was they would find friends. Nor were they mistaken, as the Hudson Bay people and the Indians always worked amicably together. Well, when the Indians had made themselves known and told their story, Fraser and Mackay at once told them they would help them. It appears that the young squaw already mentioned had come a long way and was anxious to meet her lover. She had found out that he was in the vicinity somewhere and asked the white men if they had seen him. Fraser said that he thought he had seen him some days before at the other end of the Loch, where there was then a large Indian encampment. Next morning they all embarked in canoes and two hours afterwards were at the place designated. On inquiry for Big Wolf they found that he was out hunting and were asked to see his squaw. "Sun Kissed the Dawn," which was the young maiden's name, grew very pale on hearing this but concluded to see it through, and went at once to where Big Wolf's tent was located. At the tent she met a woman and one little child. Mackay, who was with her, asked if Big Wolf was around, and the squaw replied no and that he went out at sunrise and would not be back till dark. Mackay then asked if she was Big Wolf's squaw, and she replied that she was. "Sun Kissed the Dawn," on hearing this, turned round and went back to the canoe where her friends were and told them. Just as she was telling her friends, Big Wolf came along and wanted her to come up to his wigwam, but the girl could not see it that way and entreated her friends to move away, but they would not go. She then applied to the white men, who immediately put their canoe into the water with the intention of taking the girl back to Fort William. Big Wolf, seeing this, got two other Indians and followed the white men, keeping out of sight all the while. The Lake happened to be very rough and Fraser and Mackay concluded to stay at what is now known as the Flatt Rocks, near Carp River, through which stream they went in search of fish for supper. While they were gone the Indians came up. They had landed in a bay near by and found out the white men had left the girl alone beside the canoe. Big Wolf caught the girl by the waist and flung her into the canoe, jumping in himself and bidding the others to follow. Just as they pushed the canoe away from the rock, Mackay and Fraser sprang out from the swamp on to the rock and Mackay unslung his gun, brought it to his shoulder and put the contents through the canoe causing it to fill up leaving the Indians in the water. As they all could swim and the shore was only a few yards distant, they soon got back to the rocks. Fraser jumped up and caught Big Wolf as he emerged from the Lake. The two men struggled together but the Scotsman got the upper hand and throwing the Indian on the ground drew his knife. Meanwhile Mackay held the others up with his gun. They did not seem to want to make any trouble and told the white men that if they were allowed to go they would go back to their encampment. Upon hearing this Big Wolf got free, and Fraser's attention being drawn to the other Indians Big Wolf sprang to his feet and grasping his tomahawk made for Fraser and would have killed him if Mackay had not promptly shot him down. During the fight "Sun Kissed the Dawn" was mostly unconscious but on hearing the shot she got up to her feet, and falling down in front of Mackay, said some words in the Indian language which Mackay could not understand but he raised the girl to her feet and told her not to fear as Big Wolf was dead and they were going away at once. Fraser and Mackay proceeded to draw the now filled canoe from the lake and fix it as best they could with some gum taken from the pine trees and part of the dead Indian's clothing. On reaching the other end of the Lake they camped for the night. Very early next morning "Sun Kissed the Dawn's" friends came along and the whole party took the trail back to Fort William where they had to stay all winter.

Mackay during the winter made the Indian girl his bride, and next spring when stores were getting low he used to take a trip up what is now known as Mackay's Mountain every morning looking for the supplies promised them from the east. That is how Mount Mackay came to be known under its present name. Mackay soon after his marriage moved with his wife to Sault Ste. Marie where many of their descendants now reside.

(Note—Mackay was a free trader living in Fort William sometime between 1821 and 1857 so the suggestion that this incident happened "two hundred years ago" is, of course wrong. M.J.L.B.)

NORTH AMERICAN INDIANS

BY N. M. W. J. McKENZIE

Dear Madam and fellow members of the Thunder Bay Historical Society at their annual meeting in Fort William, Ont.:

Having in past years read several papers before your Society, I have much pleasure at the request of the President to try and make one more contribution, this time on Indians of North America—the origin and characteristics of some of the tribes.

Having lived and traded with Indians for the greater part of my life in the service of the Hudson's Bay Company, I have had exceptional chances for observation and research on this subject throughout the length and breadth of Canada. Any Indians that I have ever met have only tradition to support their many claims of origin and ancestry. Their only real knowledge of their origin is that they are here because they are here; they know not whence they came nor whither they go; so from research and pre-historic records in the mounds and rocks, it has been fairly well established that the Indians of North America are the lineal descendants of the "mound-builders" who lived on this continent long before it was discovered.

Christopher Columbus gave the name Indians to the natives of America because he thought he had reached India from Europe by the Western route. The opinion is now very widely held that the Indians are the descendants of people who migrated from Asia at a very early period.

In the course of many centuries they spread over the American continents and under widely differing conditions developed a great variety of manners and customs, and at the time of the discovery of America by Columbus, were still in the Stone Age, lived in tents and log huts and subsisted mostly by hunting and the chase. In the State of Wisconsin are found the most extensive remains of mounds. These are constructed in the forms of eagles, bears, serpents and other animals, which probably represent various tribal totems. It used to be thought that the mound builders were an earlier agricultural and highly civilized race which the nomadic Indians exterminated, but it is generally held now that they were not conquered by, but were the ancestors of the historic Indian tribes. Some Indian tribes were found occupying the sites of mounds as late as a century after the discovery of America by Europeans. They had no domesticated animals except the dog.

The land lying both north and south of the Great Lakes and extending to the Atlantic coast was formerly inhabited by numerous tribes described by the general name of Algonquin and lived by hunting and fishing. The Indians of the Mississippi plain were hunters, living principally on buffalo meat. They housed themselves in skin tents and did not cultivate the soil.

In the Arctic region the Eskimos maintain a precarious existence, depending for food mainly on the seal which they hunt from skin boats when the water is open and at other times from sleds drawn by dogs. Their numbers are small in relation to the immense stretch of land over which they range. They are thought to be connected racially with the Algonquins.

The United States Government dealt with the Indians by treaties up to 1870 and after that by Congressional enactments. In Canada the Government each year pays a certain amount of money known as "treaty money" and distributes a certain amount of provisions to every Indian on a reservation, in accordance with treaties made originally with the various tribes. Industrial schools also are provided by the Government and are maintained by religious organizations. These schools may be attended without charge by Indian children in order that they may receive a training which will enable them to earn a living outside the reservation and so attain to privileges of citizenship.

The number of Indians in North America, about the year 1492, was estimated at 1,115,000. This number steadily decreased until about 1900, but since that date an increase in the Indian population has been recorded so that in 1921 it stood at about 460,000 for the whole continent. The Indians in Canada number about 106,000 and their annual income from all sources amounts to about $12,000,000.

There are many other interesting things about the various tribes of Indians in Canada. There are still a few living on the Mission Reservation at Fort William who can claim to be the lineal descendants of the [illegible] stone Mound builders, and the original owners of the soil. But who were the pre-historic Mound-builders? No one knows and no one will know until the Sleeping Giant awakes, rises and stands on the top of Mount Mackay and there, with outstretched arms, proclaims to Thunder town who his aboriginal and pre historic ancestors were.

THE SPIRIT OF THUNDER BAY

BY THE LATE W. W. VICKERS

Nanna Bijou, in the liquid language of the Ojibways, indicates Thunder Cape, the sacred abode of the Great Manitou. The inspiration of the great fresh water lake finds expression in the melodious words, "Nanna Bijou."

Nanna Bijou greeted Medard Chouart, afterwards known in history as Des Groseilliers, Pierre Esprit Radisson and their fellow adventurers and fur buyers in the summer of 1662, and if the weary voyageurs ventured to paddle their canoes past the portal at eventide the guardian of the forest, rocks, and waters saluted them with vivid flashes of forked lightning and sonorous reverberating thunder. In days of old, before Mount Mackay and Thunder Bay were separated by nature's convulsions, Thunder Bay was landlocked. Now Nanna Bijou, standing at the entrance welcomes with fierce anger the visitors who approach from the far flung waters of Lake Superior.

Nanna Bijou saw the rocks and cliffs on the north shore of the Great Lake riven by the hand of man to enable the first Transcontinental Railway to forge the connecting link between the Atlantic and the Pacific Oceans. The spirit of progress was mightier than the god of nature. Nanna Bijou smiles on the great ships which plough the waters of the Lake and regards with favor the great white tiled tubular elevators which store the grain from the western prairies until it is transhipped to the grain carriers and becomes water borne. The works of man to Nanna Bijou were good and worthy of preservation.

The religious concept of the Ojibways was a spirit god who ruled their minds and hearts from the rugged promontory of Thunder Cape, sometimes known as the Sleeping Indian, and at other times the "Great Thunder Eagle." The spirit that hovered over the Indians was good and they prospered and multiplied under its protection. Medicine men were the priests as well as doctors and their chants and enchantments were based upon the belief that the Great Manitou was a potent god who could and would be propitiated by gifts and sacrifices. The simple faith of the Indians trusting to their belief in a beneficent god was all sufficient and until the missionaries brought the belief in a Christian God, to them, they knew no other god. Nature in all its rugged beauty remains, but the Great Manitou, or Nanna Bijou, the spirit of the land and the people have made way for Christian beliefs and ideals.

The missionaries from New and Old France were the first adventurers in the wilderness and they fraternized with the believers in the Great Manitou. Then came the explorers whose object was to extend the boundaries of New France and next the fur buyers, individual and corporate.

Colonel Garnet Wolseley blazed the trails and portages between the Great Lakes and Lake Winnipeg, the eastern and northern approaches to the River settlement, and civilization followed the ties and the rails which carried the transcontinental trains. Steam transportation usurped the romantic belief in the Great Manitou, and the spirit of Christian ideals was promulgated among the wilderness people. The spirit is good under whatever name it may be called and is to-day guiding and controlling the destinies of all who believe in the paramountcy of good.

The Great Fiery Eagle of Thunder Bay was the symbol of the airplane which has spread its wings and is flying to the domain of Nanabushoo, the god of the earth's treasures, and Nanna Bijou, sphinx-like, guards the portal to the riches of the wilderness untroubled and serene amid the hurrying of many mortals towards the hidden sources of mineral wealth.

WOMEN WHO WERE AT FORT WILLIAM, 1855-1878

BY MISS ANNIE E. McINTYRE

Mrs. McIntyre, wife of John McIntyre, Hudson Bay Company factor, came to Fort William in 1855. The six years previous to this, she spent at Brunswick House, a Hudson Bay post near James Bay. During that time she did not see a white woman, or hardly any money, sending to her sisters in England for things that could not be obtained in the Hudson Bay Co. store. She had the unique experience of crossing Lake Superior in a birch bark canoe, quite an undertaking with four small children. She was very fond of her home, and being most hospitable, made many friends. Three sons and one daughter were born at Fort William. She died July [illegible], 1890.

Mrs. Robert McVicar and two daughters were the next white women to arrive. Mrs. McVicar was a woman of great mental ability. Her gentleness and unfailing kindness endeared her to all who came in contact with her. Miss Christina McVicar succeeded her father as postmaster, which position was retained in their family until the younger sister died in [illegible]. She had a keen sense of humour, which made her a most welcome and amusing visitor, besides being a staunch friend. Miss Victoria McVicar, a woman of charming manner and strong personality, was known throughout Canada for her courageous action in approaching Louis Riel the rebel leader of 1870, to plead for the lives of his prisoners.

In 1863 some members of Captain Duncan McKellar's family came over from the south shore and proved a very welcome addition to the small community. Some time later they were joined by the rest of the family. Of the ladies Miss Kate McKellar (afterwards Mrs. F. C. Perry) was perhaps the best known to the public. She taught school for some years, and also took an active part in her church and Sunday School, and in fact in all good work. She was kind and generous, as all the family were, and never tired of well doing. Her work as president of the West Algoma Local Council of Women, and different organizations is too well known for me to enlarge on.

The youngest, and only surviving daughter, Mrs. Deacon, who was of a more retiring disposition, is I think, best known to the public as the first Regent of the John McIntyre Chapter of the Imperial Order of the Daughters of the Empire. It was with difficulty that she was persuaded to take this office which she filled with great satisfaction. As a charming hostess she was indeed very well known. In the early days she was in great demand as a pianist and as organist for many years of the First Presbyterian Church. The family were all musical, and added much to the social life of the place.

I may truthfully and without fear of contradiction say that these three pioneer families were the soul of hospitality and always cared for strangers within the gate.

Our first public school teacher was Miss Groom, an Irish woman. She also edited our first newspaper the "Perambulator." This she did with the help and co-operation of Mr Peter McKellar, who printed it all by hand.

Many noted and distinguished women visited the Fort in those early days, among whom were Lady Dufferin, Viscountess Milton, Lady Strathcona, Mrs Hopkins, wife of the Governor of the Hudson Bay Company, who was an artist, and another artist was Miss Kilaly, both English; Mrs. D Morrison, actress, Mrs Molyneaux St John who was Kate Ranoe, actress and singer. This lady went from Fort William to Fort Garry by canoe, over the Dawson trail in 1870, after the troops had passed up. Her husband was war correspondent for the Globe during the rebellion.

Mrs. J Vickers, daughter of Mrs. Moodie, authoress of "Roughing it in the Bush," etc., will, I hope, always be gratefully remembered by the people of Fort William for her most generous gift of Vickers Park.

Many Americans came from time to time, among them some charming Kentucky families. Mrs Moore, the English wife of one, with her family remained for a winter. She was a great acquisition, being very talented musically.

Among other women, I should mention Mrs. Bernard Ross, who was a frequent visitor at the McVicars. Then there was Miss Martin who, with three helpers, opened the first convent in the country at the Roman Catholic Mission. She was Lady Superior and taught French. Miss White taught the white children and the others looked after the Indian school. Miss Martin was in great distress at not having any candle sticks for their chapel. On seeing some at our house she begged a pair of silver ones for their altar from my mother.

Another who could be mentioned is Miss D. Fregeau, who taught the public school after Miss Groom left and before Miss Kate McKellar came.

Mr E B Borron's family were of interest as his youngest daughter Claire, in after years, was one of the public school teachers. Mr Borron had at one time been member for Algoma.

LAC DES MILLE LACS

BY A BYSTANDER AT THE OFFICE WINDOW

(From the Toronto Globe Nov 28 1938)

One of the Northern Ontario lakes, which have held a high fascination for writers and explorers, is that body of water known as Lac des Mille Lacs. Much misinformation has been written about it by writing men who have got off the train at Savanne, taken a canoe ride along the Savanne River, to the upper tip of the Lac and then set out to tell the world about its mysteries. It would take many many weeks in a canoe to thoroughly explore Lac des Mille Lacs, and the possibilities are that the canoeist if he did not have a guide along would many times lose his bearings, and perhaps get hopelessly lost.

The other day we ran across an item in which one writer wondered why the Lac was named Lake of the Thousand Lakes, instead of Lake of the Thousand Islands, thus indicating that he had not investigated the mystery at the southern end of the Lac, where islands and peninsulas of large size composed of what the northerners call "floating muskeg" are shifted about by high winds and change the whole surface contour of the water. In that end of the Lac, at times one may thread through tiny inlets into what appear to be innumerable smaller lakes and doubtless the Lac derives its name from this feature. These floating islands and peninsulas seem perfectly solid under foot and in the fall of the year are inhabited by game. The last time we visited the Lac we were with a hunting party which secured two moose, both of which were shot on a peninsula composed of floating muskeg. Two of the party who set out in a canoe to explore a chain of small lakes south of the Lac had a difficult time returning to camp because of a change in the shoreline on their return. A fur trader who was with the party informed them that this change came about through the peninsulas and islands composed of floating muskeg shifting with the wind.

It is a strange lake in many other respects. Brooding at night in a strange silence that to the camper is awe inspiring. Oft it may be seen the pagan Indian and his family paddling in his birch bark canoe to the trading post at Savanne where he offers his furs in barter for flour and bacon and other household supplies. The Lac being beyond the height of land at Wraith is Hudson Bay water and along its shores and the shores of its tributaries is a country rich in game.

About midway down the Lac is an old Indian burying ground tucked away in a secluded corner of a heavily wooded island. The last time we were there one of the birch pole platforms remained intact. On it, sewn into swathings of birch bark, were the bodies of an Indian chief and his daughter, we were told.

The Indians of the locality being mostly pagan, are quite superstitious. They strongly believe in the evil spirit known as Windigo, and a brave who sets out hunting and finds what he believes to be signs left behind by this sinister spirit will turn about and go home, because, as he puts it, "the Windigo chase the moose away. Medicine woman mad, she made Windigo." While at the Lac we visited a hut inhabited by a medicine woman, where we saw her perform tricks such as making a home-made chair follow her around the room like a dog. This woman was an adept at sleight of hand and high class trickery, yet she was so illiterate she could not read and could only count to sixteen.

At a reserve we noted houses in which several doors had been barricaded with cross pieces nailed over them, and windows that had been similarly treated. We were told that the Indians often do this when a death occurs in the family. They fear the spirit of the departed will come back for another member of the family, so to keep the departed one out, they nail up the old door and build a new entrance.

Among the Lac des Mille Lacs Indians it is the belief that if the spirit of a departed member of the family gets into the house and catches the eye of any one in the house, that person will die. Hunters and rovers alike seek charms from the medicine men and women to bring them luck. We were successful in securing one of these charms, which a moose hunter was carrying. It was contained in a small bottle securely stopped with wax. Later we had a chemist analyse it. The charm turned out to be composed of a combination of burnt cork and tobacco ashes.

THE LAKEHEAD CITIES OF THUNDER BAY (FORT WILLIAM AND PORT ARTHUR)

BY THE LATE W. W. VICKERS

The story of the settlement and commercial development of the wilderness lands on the north shore of Lake Superior interests and enthrals all Canadians who are native Ontarians. For upwards of fifty years the writer has been in intimate contact with the District and the people and an inherited interest has made for keen observation and close personal inspection yearly during the past quarter of a century.

The pilgrimages to the Head of the Lakes in the early seventies were events in my life and they represented adventures in the new and practically unknown lands in North Western Ontario.

The thrills of many discoveries of gold and silver prospects in the District were as exciting as the profitable mines subsequently developed in Cobalt. Inaccessibility lent enchantment to the prospect and many gold and silver mining companies incorporated under the provincial laws bear testimony of the faith of the shareholders in the promise of mineral wealth of the District. The lure of the profitable development of the minerals is still existent and the yielding to a very human trait plays its part in opening up new territory for settlement.

To have lived the past fifty years during which the country has been discovered commercially and transportation, steam, gas and electric, has made the uttermost parts accessible, there is a note of joy when the woods, waters and forests promise early prosperity for the children and grandchildren of the pioneer settlers of the period between 1850 and 1880.

This article should illumine and make enthusiastic the minds of fellow Canadians regarding nature's benefactions to a not undeserving people and teach them how to capitalize for the benefit of the world, the supreme industrial power Hydro Electric.

When one overlooks the Bay of Naples from Bertolini's Palace one sees Capri and Sorrento in the distance. The Bay is fabled in song and poetry, classical and modern. It is the culture of the Latins which lends colour to the view. The North American Continent lacks antiquity when celebrating its joy in possessing beauty spots. The beauty of the Golden Gate to the Pacific has attracted the admiration of sweet singers, but their songs are modern.

New poets and new singers will acclaim the beauty of Thunder Bay at the Head of Lake Superior. Marlday Park in Port Arthur is in location not unlike the heights in Naples and the outlook over the Bay is even more enchanting. The rugged promontory of Thunder Cape and the Welcome Islands supply the places of Sorrento and Capri. The distances are much the same but in Thunder Bay the water is fresh and is also deeply blue.

In the year 1872 the writer first visited the settlement of Prince Arthur's Landing and Fort William. The conspicuous physical features of the former were a huge rock at the water's edge of Thunder Bay and a few whitewashed buildings. There was no dock. The steamer "Chicora," known in the war between the North and the South as Blockade Runner "Letter B," was unable to enter the River Kaministiquia owing to a sandbar which had formed at the main mouth. The Hudson's Bay Factor at Fort William, John McIntyre, came out in a sail boat with his Indians and a landing was made at the Fort. Both banks of the river were thickly wooded and a few settlers had very small clearings. The Indian Mission two miles up the river, was a busy place and under the wise guidance and control of Chief Mussabi enjoyed a normal life.

The beautiful valley of the Kaministiquia with Mount McKay in the foreground, was arcadian in its peacefulness and simplicity. The era of romance has disappeared with the birch bark canoe and the advance of civilization has created new problems which in many phases eliminate the sweetness and kindness of intimate living conditions associated with the isolation and loneliness of the wilderness. The whistle of the locomotive of a transcontinental train now supplants the Indian canoeman's melodious chant while paddling along the river waterways.

Upon the occasion of my first visit to Fort William the atmosphere was distinctly Scotch. John McIntyre, who had crossed the Continent in 1848 with Sir George Simpson, was in charge of the Hudson's Bay Company Fort. The McKellars (Peter, John, Archibald and Donald), the McVicars and the MacLaurins were clearing lands on the river for agricultural purposes, all of which lands are now in the limits of the City of Fort William. The province with a view to encouraging settlers sold lands at twenty cents per acre cash and the patent issued when eighty cents more was paid. There were no roads except upon government maps and the river and the bay were the means of communication and ways for transportation.

The Ojibways lived in a constant state of terror owing to the frequent hostile visits paid to them by the warlike Sioux from Minnesota. The Sioux had cut and blazed what

is known as "The Old Sioux Trail" from Pigeon River to James Bay. The trail was a secret one. When in 1670 Colonel Wolseley found that the road to Lake Shebandowan from Prince Arthur's Landing had not been completed he enlisted the assistance of Governor McIntyre of the Fort William Hudson's Bay Company Post and Simon J. Dawson, a civil engineer living in Prince Arthur's Landing, and was able to transport his Red Coats by the Rivers Kaministiquia and Mattawin in crude batteaux. Point de Meuron, ten miles from the mouth of the Kaministiquia, was in those days a military camp. Wolseley finally reached Fort Garry, now Winnipeg, at the junction of the Red and Assiniboine Rivers, by way of Lake Winnipeg. His arrival was unexpected and Riel with his followers evacuated the Fort without a shot being fired by either of the forces. The Old Sioux Trail and water route were no longer secret as the Indian hieroglyphics and pictures marking the trail and portages were read and followed by the expeditionary force.

Even in the most ancient of times rumour had it that the silver mother-lode was close to the Old Sioux Trail and as the Sioux used at times silver-pointed arrows and belief was strengthened that silver in abundance could be discovered. Prospectors from all over the world have since sought the mother-lode but with the exception of Silver Islet at the toe of the Sleeping Giant in Thunder Bay there has been no one successful silver mine operated.

Canada's monopoly of the pulpwood industry encourages the investment of millions of dollars in pulpwood limits, pulp and paper mills, and hand in hand with this investment is the development and expansion of the water powers of the swiftly flowing Nipigon and other rivers emptying into Lake Superior. The intimacy between pulp and power is very close as without efficient Hydro-Electric power the production of pulp and paper and the trans-shipment of the streams of golden grain from the Westerly Provinces would be most difficult and expensive. Cheap electric power is an economic necessity both in the manufacture of pulp and paper as well as the rapid loading and unloading of grain in and out of the elevators at Fort William and Port Arthur, the Lakehead Cities on Lake Superior; nature supplies this requirement. The railways bring the grain to these cities and the rail meets keel through the use of the twenty-two elevators which have an aggregate storage capacity of over sixty-three million bushels, and others are under construction. The pulpwood limits are practically North and Northwest of Lake Superior and contiguous to the Nipigon, Black Sturgeon, Kaministiquia and Seine rivers. Under the prudential regulations of the

Ontario Government which controls the pulpwood limits in this area all pulpwood must now be completely manufactured into paper in the Province of Ontario. The leases from the Province of Ontario to the pulp and paper manufacturers provide for the conservation of the pulpwood area to be cut through clearing the brush and replanting. Settlers who have purchased their lands from the Crown are still permitted to sell their pulpwood for exportation.

It is difficult, under present day conditions, to recast the early explorations of the country skirting the North Shore of Lake Superior. Today one finds two of the brightest cities of their populations in Canada and accessible by steamers during the season of navigation in thirty-six hours and by train at all seasons of the year in twenty-four hours from Eastern Ontario and twelve hours from Winnipeg in the adjoining Province to the West, Manitoba. Before the advent of a through railway from the Atlantic to the Pacific in the month of November, 1885, the Head of the Lakes was isolated from civilization for a period of six months each year and the pioneers, when the emergency of a visit to Eastern Ontario arose, were compelled to snowshoe the whole distance on the ice-covered Lake Superior and Lake Huron to one of the Georgian Bay ports where the railways terminated. Today with two daily newspapers, telegraph, radio and the telephone these cities do not differ from any other cities in Eastern or Western Canada and are as closely in touch with commerce, politics and society as the people in Toronto, the seat of government of the Province of Ontario.

PULPWOOD

In the Lakehead Cities of Fort William and Port Arthur there are four pulp and paper mills, two within the limits of each city, and another pulp and paper mill is now in the course of completion on the Nipigon River. Each of these structures is large, necessarily located upon the river bank or the water front, as the case may be, and travellers, saws, barkers, crushers and pulp and paper machines are operated by electrical motors, and electrical power enters into every operation from the time the pulpwood is picked up in the stream by the traveller until the paper is rolled into the cars. The capital expended in connection with the construction of the buildings, the installation of machinery, as well as the purchase or leasing of limits, is large, but Canada's monopoly of the production of newsprint and paper invites the investment of a large sum of foreign moneys in the establishment of the paper business.

In one mill at Fort William two machines produce 218 miles of paper daily, a sheet being 30 feet wide, and the essential qualities are all preserved strength, finish, formation and colour, with freedom from holes or defects of any kind. One modern newsprint machine producing 120 tons of paper a day requires the wood from 35 acres of forest land to maintain its operation and the total daily production in Canada means that the trees have to be cut from 1600 acres or 2½ square miles of land. The Canadian newsprint mills have a capacity of over 1,500,000 tons per year and averaging 1½ cords of wood to each ton of paper the consumption of wood to make 1,500,000 tons of paper would be 2,250,000 cords of pulpwood.

During the winter season pulpwood is piled on the shore line of the Bay in front of Port Arthur for the use of the local mills and export to the United States.

Even the ice is utilized for the same purpose, booms inside the breakwater preventing loss when the annual break-up occurs.

The distribution of the product is becoming a greater problem than ever. New railways have been projected to the limits having terminals at Albany River and to the markets south of Pigeon River, the boundary between Minnesota and Ontario. The demand for paper and newsprint has increased and there is no difficulty on the part of any of the mills in disposing of the whole of its products.

POWER

Fifty years of progressive development is a relative statement concerning any part of the Province of Ontario. When applied to the District of Thunder Bay at the Head of Lake Superior, the largest of the great inland lakes and the boundary between the United States and Canada, there is a special significance. In no part of the Province has the transformation from the wilderness to the varied commercial and industrial conditions been more complete. From small isolated communities depending for support upon very limited means of developing the lumber, fur and fish industries, the Lakehead Cities of Fort William, the River Port, and Port Arthur, the Lake Port, have now an aggregate population of about forty-five thousand people and their transportation facilities, rail and water, including the grain elevators and pulp and paper mills are of profound interest to the people of the world. In the early upbuilding of commerce the people of these cities were dependent upon steam, either on land or water. Now Hydro-Electric power has become an industrial factor which seems capable of infinite expansion. The rocky

North shore of Lake Superior is cut here and there by different rivers, all of which are capable of being harnessed for the development of electrical energy. The cost of the erection of dams, power houses and transmission lines is fabulous but the capacity for the production of a merchantable article like electrical energy cannot be accurately measured. It has been estimated that about 24 per cent of the Hydro power in Ontario is now utilized and some of these water powers are located on the Arctic Watershed and others on the Lake Watershed. The locations of the power stations seem no longer important, provided that the market for the power can be reached by transmission lines. In the Province of Ontario the Hydro-Electric System have erected a plant at Cameron Falls on the Nipigon River which now produces 50,000 horse power with a potential increase of another 10,000 horse power and this 60,000 horse power will be further supplemented by a new power station which it is proposed to erect two miles nearer Lake Superior on the Nipigon River at Alexander Falls which will be capable of producing 60,000 horse power and will entail a capital investment by the Hydro-Electric System of $7,500,000. The market for this power is in the Lakehead Cities and the industries dependent upon this power are the pulp and paper mills, as well as the maintenance and operation of the huge grain elevators. The twin transmission lines from Cameron Falls to Port Arthur are about 80 miles long and from the heart of Port Arthur to the heart of Fort William is in the neighbourhood of 5 miles. The Kaministiquia Power Company taking its power from the Kakabeka Falls and the rapids above generates 35,000 horse power. With so much electrical energy available for use in industries of every kind the future of these cities is one of assured prosperity. The expansion of the pulp mills to paper mills to fulfill the requirements of the Government will lead to heavy capital investments and the operations in the pulpwood limits and in the mills themselves will lead to the employment of much skilled labour as well as unskilled. The supply of raw material for pulp is practically inexhaustible and as has been said, the expansion of electrical power to take care of the raw material is unlimited. Untold wealth lies in the rocks, forests and marshes of the wilderness and the near wilderness.

The use of the waters of Lake Michigan by the City of Chicago in connection with its drainage system involves the diversion of the waters of the Great Lakes to the Mississippi Valley. The volume of water withdrawn is said to be 5,000 cubic feet per second. The effect is to change the standard water levels of the Great Lakes, and the continued use of the public works in aid of navigation constructed at great cost by the Governments of Canada and the United States is imperilled. Unless the States affected and Ontario are able through joint action to stop the wrongful use of the water there appears only ruin for navigation on the waters, improved and unimproved, of the Great Lakes.

The Greater St. Lawrence Waterway is a vision of the people at the Head of the Lakes. Duluth, Minneapolis and St. Paul are enthusiastic supporters of the plan.

The international aspect creates both advantages and difficulties in the promotion of the plan.

The Hydro-Electric possibilities of the St. Lawrence independently of and incidental to the deepened waterway plan are now under serious consideration by Canadian and United States engineers. The engineering estimates of the cost of the development of 2,440,000 horse power within five years are $258,000,000. Canada would share equally in the power developed and in the cost of production. The relative importance of the deepened waterways and Hydro-Electric power plans are in sharp contrast when consideration is given to the economic advantage of the use of the deepened waterways and the sale of Hydro-Electric energy for commercial purposes.

In the month of January, 1926, the Ontario Government entered into contracts with five pulp companies at the Head of the Lakes to supply certain quantities of pulpwood annually for a period of twenty-one years with two extensions thereafter each of ten years. It is estimated that 200,000,000 cords of pulpwood are available for manufacture into pulp and paper and newsprint. At the present time the production of newsprint is 2,500 tons each day from which is derived a governmental revenue of $600,000. The new contracts for the supply of pulpwood entered into will increase the production to 4,500 tons per day and the revenue to $1,000,000 per annum. Provision has been made for reforestation and the area covered is 20,000 square miles East and West of Lake Nipigon. It is intended to expend $70,000,000 additional capital in the development of the pulpwood resources. The natural increase in population will be at least forty thousand. The pulp companies have agreed to completely manufacture newsprint and paper in the Province and will extend their plants by installing paper-making machinery. The conversion of the wilderness into profitable pulpwood areas goes on apace and soon lands unsurveyed, unmapped, without topographical and geological legends will be few in the neighbourhood of James and Hudson Bays.

GRAIN

Twenty-two elevators, part on the banks of the River Kaministiquia and part on the shore of Thunder Bay, represent the storehouses through which the five principal grains are transferred from the railways to the holds of the grain steamers. In the early days the elevators were vast wooden structures, readily inflammable, and with very few contrivances to facilitate the handling of the grain. Today the elevators are palatial, tubular structures, handsome in appearance and workmanlike in their operations. Internally they are marvels of efficiency. They require few hands to operate and there is a vast deal of electrical power used in all their operations.

It is difficult to measure the crop for the year 1925 but the five principal grains which passed from the railways to the elevators and thence into the holds of the grain-carrying steamers through these ports aggregated 305,422,574 bushels. This total was represented in bushels—Wheat, 224,588,498; Oats, 35,957,161; Barley, 30,528,617; Flax Seed, 8,862,875; Rye, 2,627,280. Yet another computation shows that this total represented 866 cargoes in Canadian vessels and 527 cargoes in United States vessels and 7 cargoes in vessels of other countries. In the year 1925 the shipments to the United States ports were in excess of the shipments to Canadian ports—158,218,197 bushels against 147,204,416 bushels. Not unnaturally Buffalo leads all the receiving ports of either country for 1925 with a total of 115,509,566 bushels. The Canadian crop was in 1925 a good average crop and as there was a failure in Argentine Wheat the price paid for Canadian wheat was satisfactory to the growers. In the span of a lifetime one has seen the time when not one bushel of wheat was received at the Lakehead Cities for trans-shipment. When the Canadian Pacific Railway was opened for traffic from Winnipeg to the Head of the Lakes elevators of the old type were erected. The package freight steamers on the Lake were sufficient for the amount of grain received. With the increased settlement of the Western Provinces the flood of grain from Alberta to the Lakehead Cities began. New elevators became necessary and the modern, efficient types were erected. The cargo steamers in sympathy improved in size and carrying capacity with the result that many cargoes are in excess of 500,000 bushels.

Power whether steam, electric or gasoline, has played its part in reducing the wilderness of rock and water to terms of commercial advantage. It is a striking comment that five sixths of the Canadian flax was marketed in the United States. The investment by the two railway companies is $3,500,000,000 and $1,500,000,000 have been devoted to the construction of railway lines for the transportation of the grain and other commodities from the Western part of Canada to the Head of Lake Superior.

In the month of November, 1926, Canadian grain inspectors checked 66,066 carloads of grain, 54,317 of which carried wheat, probably the largest number of cars ever received at the Lakehead Cities in one month in the history of transportation.

PARKS

Municipalities adjoining and themselves removed from other municipalities concentrate upon the perpetuation of early conditions. Their history is romantic and in the establishment of great natural parks the citizens are constantly reminded of the progressive movement towards higher and more expansive development of their resources.

In Fort William Chippewa Park represents an area of 750 acres bordering on the shore of Thunder Bay and invites the citizen and the visitor within its gates, as well as the motor tourist, to contemplate the grandeur of Nature under primitive conditions. The birch bark wigwam and Zoo serve as reminders of life in earlier and less hectic days. Peace and quietness reign and the wilderness is a sanctuary for the flora and fauna, and the animal and bird life of the District.

Current River Park in the East end of Port Arthur is a similar resting place with the Lyon Drive as an added attraction for the home or visiting motorist.

THE PEOPLE

The development of the District of Thunder Bay which has a territorial area of 340,000 square miles proceeds in an orderly way. Industry and commerce follow the accepted precedents and each year marks some new steps in advancement.

The mental and physical activities of the people are at present devoted to the work in connection with the service clubs and ability of an exceedingly high standard is shown in the control and management of the clubs. While these clubs serve a limited useful purpose the question arises whether the same amount of thought and time expended upon the management, control and administration of the affairs of the District under County organization would not bring greater rewards and create a greater unity of the peoples of the Lakehead Cities.

The linking of the Townships and city corporations in one body would afford opportunities to the ambitious and talented youth of the District

For fifty years the District has been under the direct control of the Provincial Government. The people have always looked outside for money, help and guidance. They have been kept in leading strings and their independence of thought and action is restricted.

Some day in some way the District will attain its freedom from outside control and the sturdy virile people of the North Country will show the fruitage of the excellent educational advantages, as well as living conditions, enjoyed by them.

The District will be developed through its own natural resources, directed by people who know where they lie, how they can be used, and the manner in which they can be marketed to the greatest advantage of the District.

The people have ample leisure and the automobiles owned in the Lakehead Cities have a value of over $1,000,000. The highways are kept in admirable condition by the several municipalities, city and township. It is no longer a hardship to be compelled to live there in any season of the year. The people are friendly with each other and with visitors from all over the world.

The old demon of isolation has been relegated to the District of Patricia and the North Pole. With an increase of 40,000 people during the next few years consequent upon the enforced expansion of the paper-making industry, the people will become broader minded and too busy to waste time in petty community differences.

When the Canadian Pacific and Canadian Northern Railways were under construction Westerly and Easterly of the Lakehead Cities the people were migratory. A large number moved as the sections of the railways were completed. There was a feeling of impermanence and the energies of the people were directed rather to the building and operation of the railways than the upbuilding of the towns. This unstable condition has now passed and the cities retain their inhabitants.

The assumption by all the citizens of municipal responsibilities creates a new civic spirit which is based on broader lines and encourages the hope that the Lakehead Cities will be controlled by one municipality. Nearly thirty nationalities make up the population of the two cities and there are as many religions. Religious intolerance is not encouraged and the people are united in all endeavours to promote the development of the District.

The Ukrainians are an important factor in West Fort William and their churches and cemeteries remind one of the barbaric splendour of South Eastern Europe. The children are rapidly becoming Canadianized under the teaching of the public schools and their aptitude in learning their lessons enables them to educate their parents. The melting pot works overtime.

The month of August in the early eighties was the picnic period. Day steamer excursions to Thunder Cape, Silver Islet, Welcome Islands and Pie, Jarvis and McKellar Islands gave pleasure and instruction to youth and age. The men took [illegible] packs and fishing poles and the women and children adventured in milder ways.

The life was full of joy and contentment and was most healthful for all concerned. All responsibilities were put to one side and every excursion was an event worth remembering. A picnic basket shared meant acquaintance, friendship and goodwill. "The Nell" and the "Three Friends" no longer float.

It is idle to attempt to prophesy what will happen in the next fifty years. It might be of advantage to concentrate upon the next five years and study carefully the progressive development of the base industries in which may well be included the super development of the water powers in the District. The District is a veritable Pandora's box, the lid of which is about to be lifted.

HISTORY OF THE CANADIAN PACIFIC RAILWAY

BY A. F. HAWKINS

Madam President and Members of
the Historical Society, City of
Fort William:

First let me express to you my great appreciation of being here with you to-night and also to thank you sincerely for the honor you have conferred upon me in asking me to speak to you on the early history of the Canadian Pacific Railway.

In 1869, an Imperial Order-in-Council gave Rupert's Land and the North West Territories to the fledgling Dominion. Manitoba entered Confederation in 1870, followed by British Columbia in 1871. The Dominion of Canada now extended from the Atlantic to the Pacific—but in name only. A railway linking East and West was needed to develop a national spirit in the far-flung people. Rebellion and secession threatened the stability of the young country in those difficult years. When the Riel Rebellion broke out at Fort Garry in 1869, troops from the East took 96 days to reach the disaffected area. So long as the North West remained isolated from Eastern Canada, there would be danger of further outbreaks. The physical barrier presented by the rocky north shore of Lake Superior kept Ottawa from a sympathetic appreciation of the problems of the white and half-breed settlers on the prairies. The discontent along the Red River was so apparent that the United States sent a special agent to Winnipeg to report on conditions. His opinion was that the "speedy Americanization of that fertile district was inevitable" unless the British connection was strengthened. The question of annexing the North West had even been discussed in the Congress of the United States.

The threat of secession came from British Columbia. As part-price of its acceptance of Dominion authority in 1871 British Columbia had written into the Terms of Union a clause binding Canada to undertake to secure the commencement simultaneously, within two years from the date of union, of the construction of a railway from the Pacific towards the Rocky Mountains, and from such point as may be selected east of the Rocky Mountains towards the Pacific, to connect the Seaboard of British Columbia with the railway systems of Canada; and further, to secure the completion of such railway within ten years from the date of union.

Ten years from 1871 the hopes of the Fathers of Confederation had been only partly realized. The nation was not a unit. The energy which might have been utilized for the commercial development of the nation was spent in agitation and argument. Macdonald's first attempt to build the railway as a Government enterprise had ended in his resignation in 1873 and in Mackenzie's accession to power.

Mackenzie believed the construction of the railway within the allotted ten years an impossibility, so that the Dominion therefore was not bound to observe the full letter of its promise to British Columbia. He remained in office until 1878. In that time, the Government let contracts for two small sections of the railway, from Selkirk to Emerson and from Selkirk eastward.

Macdonald was returned to power in 1878 on the so-called National Policy. He carried on Mackenzie's programme of piece-meal construction for the next two years, letting contracts for the completion of the line from Port Arthur to Winnipeg, for the line westward 200 miles from Winnipeg, and the line from Yale towards Savona's Ferry in British Columbia. Only 264 miles of the main line had been built when the ten years agreed upon for its completion were nearly up.

Something decisive had to be done at once. Macdonald had no choice. Millions of public monies had already been sunk in the project. The nation's word was pledged to the completion of the railway. Yet Canada faced bankruptcy if saddled with the huge additional outlay necessary to build the railway from coast to coast.

Macdonald announced his intention of entrusting the stupendous enterprise to private interests. He went to George Stephen of Montreal, a merchant and banker who had made a startling success in reviving a small railway in the western United States. Macdonald was not particularly friendly to Stephen. Stephen was the one Canadian he knew who might possibly be able to build the railway, and Macdonald wished above every other consideration to keep control of this main artery of the new Canada within the country.

It is probable that if Stephen and his associates had a fore glimpse of even a part of the difficulties, abuse and bitter antagonism they were to endure before they completed their task, they would never have undertaken it. They were not young. They had already achieved hard won successes and were looking forward to retirement from business cares. Their motives in accepting the work could not have been other than patriotic.

Few men of that day believed the railway could be completed, and there were fewer still who believed that once completed it would ever be made to pay. Judged by the money already expended by the Government in building a very small portion of the whole railway, the capital outlay threatened to be enormous. In all the Northwest there were only 105,000 people. It was hard to imagine traffic originating on the prairies and the Pacific Coast in volume large enough to pay the bare operating expenses of the railway.

The contract calling for the completion of this railway was signed on Oct. 21st, 1880, and called for it to be completed within ten years. Special representatives were sent to England and the greatest financiers of the world were interviewed with regard to raising capital for this great enterprise; but they were told that the scheme was impracticable, fool-hardy and wild-catting, but such men as Geo. Stephen, Duncan McIntyre, J. B. Hill, Richard B. Angus and others had given their word to the Parliament of Canada and defeat could not be entertained for a moment. They had plighted their reputations, their fortunes, their all; therefore notwithstanding what difficulties, what obstacles were thrown in their path, they were filled with a great determination, a wonderful courage, which helped them to overcome what seemed to be insurmountable difficulties.

If we had time to follow these early pioneers through those difficult years of construction, we would come to a better realization of the great obstacles they had to overcome. In one instance a lake had to be lowered ten feet. Over 12,000 men and 5,000 horses were employed at one time in the building of the railway around the north shore of Lake Superior. Three dynamite factories had to be built. The dynamite alone cost over $1,200,000; three miles of track which had to be built around Jackfish Bay cost $1,200,000, one mile alone costing over $700,000.

Time will not permit me to go into further details. Suffice it to say that due to their indomitable spirits, success crowned their efforts and we find that it was on November 7th, 1885, that the last spike was driven at a little halting place in British Columbia called Craigellachie. The ceremony was performed by Mr. Donald A. Smith, surrounded by a representative body of men, who with brief words of congratulation lifted a hammer and with the well-directed blows of a man not unaccustomed to manual exercise drove in the last spike of the Canadian Pacific Railway—which opened up to the commerce of this country the lands and peoples beyond the Pacific Ocean.

Before nightfall of the day which witnessed this memorable ceremony a telegram arrived from the late Queen Victoria, through the Governor-General, Lord Lansdowne, graciously congratulating the Canadian people on the national achievement, which Her Majesty was well advised to regarding as "of great importance to the whole British Empire."

Let us not overlook the fact that the railway was completed in less than half the time the Government contract called for.

We all know the wonderful development which immediately started at the completion of this railway: the great uncultivated lands of Western Canada have since been turned into the greatest grain producing country in the world; hamlets, villages, towns and cities have sprung up all over this vast Western country—showing a development unparalleled in the history of the world. In addition to this, the Canadian Pacific has bridged two mighty oceans, has connected four continents and has taken the name of Canada to the farthest corners of the earth.

Since 1885, the Canadian Pacific Railway has expended nearly $70,000,000.00 for colonization, land-settlement, irrigation, etc., a sum greater than that expended by the Dominion of Canada on similar work over the same period. The Canadian Pacific Railway Company has established more than 55,000 families on lands in Canada and has settled more than 30,000,000 acres. If time would permit, I could go on enumerating the part that this Company has played in the development of our country.

This development, together with the expansion and growth of the Canadian Pacific Railway, is a much more intensely interesting story than any fiction book ever written, because it involves the history of men who by their courage and their devotion and loyalty to Canada made possible the great development that has taken place. Let us picture for a moment those millions of acres of uncultivated prairie lands, the wild and rocky north shore of Lake Superior, the many hundreds of miles with comparatively few settlers; then when we remember these men who were the founders and builders of Canada's first transcontinental transportation system, we cannot help but realize what a wonderful vision they must have had that would enable them to have faith in Canada's future and see these millions of acres turned into beautiful fields of golden grain ripening for harvest. This helped them to realize that the great essential thing at that time was to be able to find some means of compressing the vast distances, levelling the mountains and erasing the wildernesses, which isolated the people one from the other.

The founders of this great railway and the men who succeeded them have been largely responsible for its phenomenal growth. In the brief space of less than fifty years, the Company has grown from very small and obscure beginnings until it has reached such a magnitude that the sun never sets in its possessions. To-day it owns and controls 20,146 miles of railway; 79 steamships with a gross tonnage of 396,809 tons. It owns a chain of 13 hotels in Canadian Cities and summer resorts, and 11 bungalow camps in the Rocky Mountains and Ontario; a telegraph system with 138,564 miles of wires and 24,800 miles of cables, carrying messages not only to every important point in Canada, but to every important point in the world. The Canadian Pacific Express Company affords Canadians a world-wide transportation and financial service of inestimable worth. It operates by land and sea over 31,306 miles and has 7,044 offices and correspondents at home and abroad.

It might be interesting to note that value of a twelve car passenger train is $685,000.00. The total cost of rolling stock in average freight trains between Winnipeg and Fort William is $284,000.00. During the grain rush an average of twenty-four trainloads of wheat leave Winnipeg eastbound, containing rolling stock to the value of $6,816,000.00.

There is also a similar movement of equipment westbound from Fort William which makes a total value of freight equipment moving daily between Fort William and Winnipeg of $13,632,000.00; when you add to this our four transcontinental trains, you can add another $2,740,000.00—which makes a daily investment of rolling stock alone running over this division of $16,372,000.00.

Now let us look at the development of our Twin Ports which has taken place in recent years. The Canadian Pacific Railway Company built the first elevator at Port Arthur—which is known as the "Horn Elevator"—in 1883; this was followed by the building of "A" in 1887, which was afterwards followed by "B," "C" and "D." The first elevator to be operated by interests other than the Railway Company was the Empire Elevator, which commenced operations in 1904. This was followed by Ogilvie's, Consolidated and Western Terminal Elevator. Just as soon as the Railway Company saw that other companies were providing storage for the handling of grain, it discontinued activities in elevator construction.

To give you some idea of the great growth and expansion of our Twin Cities, the following figures will be interesting:

The C. P. R. handled during the crop year of 1900-01	5,959,920 bus.
The C. P. R. handled during the crop year of 1910-11	52,027,360 "
The C. P. R. handled during the crop year of 1920-21	112,000,000

The C. P. R. handled during the crop
year of 1927-28 — 176,034,560

In looking over the freight handling through the various Canadian Pacific Sheds at this point, I find there has been a gradual but steady growth since 1919, as the following figures will indicate:—

Year	Tonnage Handled
1919	457,069
1920	428,265
1921	495,819
1922	495,317
1923	505,390
1924	530,067
1925	573,593
1926	609,137
1927	650,346
1928 (10 months)	567,857

In less than half a century the Twin Cities have grown from one small elevator with a capacity of less than half a million bushels to the largest grain handling port in the civilized world with a total capacity of 85,000,000 bushels. In addition to this we are equipped with most modern freight handling devices and other very important industries such as paper mills, etc. and yet we have hardly touched the fringe of our great natural resources. There are yet millions of acres of land to come under cultivation in addition to the great mineral resources as yet undeveloped. If this great development has been possible during the last fifty years who can predict the future of Canada?

I think we might say with every assurance that the prophecy of Sir Wilfrid Laurier will surely come true and that the Twentieth Century will surely belong to Canada.

HISTORY OF NEW ONTARIO

BY MISS M. J. L. BLACK

New Ontario as generally understood covers all the territory north of the Nipissing and French Rivers and Lake Superior and west of the Quebec boundary, for this entire district has a unity of history and interest that cannot be divided. In spite of this statement, you will find me focussing my attention on the Kaministiquia, and you might naturally charge me with being partial to my own section. This criticism would not bear examination, for to all the early explorers this entire district of Ontario, was of but slight interest. They all passed it, dazzled by the glamour of the Orient and the western sea, their eyes being holden that they should not appreciate the wealth and beauty that lay at their hand. It was these explorers who featured the Kaministiquia, and not I, for they saw in it the entrance to the great mysterious land of promise for which they were looking. The importance that they gave this as a transfer point, does not lessen our own appreciation of the possibilities of this spot, for it is a recognized fact that all great cities have grown up on sites that were considered strategic points by the Indians and early explorers.

The exploration of this great area—nearly 400,000 square miles is still in its infancy, only the outer edge being touched, but it is well to recall some of the heroes who have trodden that fringe, for in the stories of their lives one finds the history of Canada as well as that of our immediate District.

Champlain, the Father of New France, came to America in 1603. His instructions were to open up the fur trade for the benefit of the government—his own life desire was to make use of the fur trade to open up the country for settlement purposes,—so within a few months of his arrival in the country he was making his way up the Ottawa, down toward the Lake that was to bear his name, hither and thither covering an extraordinarily wide district. In 1611 he heard of the waterway to the James Bay, and his imagination was fired when he had an interview with a young Frenchman, Nicholas Vignau, who had been living among the Indians, and who reported having visited the northern sea. The Indians undoubtedly used the waterways from the Ottawa to the Bay but probably only slightly and the stories that they told the imaginative Vignau were founded on fiction quite as much as on fact. Such as they were, aided by Vignau's own inventiveness, they were sufficient to fool Champlain himself, who started with four servants, including Vignau, to follow up the route

They had only gone a short distance up the Ottawa, when Vignau was made to acknowledge that his claim was a hoax, and that that was the limit of the district he had seen. Disappointed Champlain returned to Quebec. He was not discouraged though, for two years later he returned to the Ottawa, and after a long and arduous trip discovered the Nipissing, and the route through to the Georgian Bay, and then turned down south. Many years later, in 1867, a souvenir of that early trip was found between Mud and Turtle Lakes, a surveyor's instrument, an astrolabe, that bore the initials of the great explorer.

Etienne Brule who was later to be the first white man to put his eyes on Lake Superior, was a servant of Champlain. As his name has been given to one of our bays, it is of added interest to us to learn of his character, as well as of his deeds. Parkman, in referring to him says, "Brule, that pioneer of pioneers, the famous interpreter." He understood the Indians and had but little trouble in getting on with them, though in the end he was killed by them when he attempted to rescue one of his helpers. Brule accompanied his master on many important trips, but also did a great many on his own. He had already explored the upper reaches of the Ottawa, before Champlain got across to the Nipissing, for the Champlain map, of 1612, indicates lakes Temiskaming, Kepawa, and the rivers Mattawa, Antoine, and Jocko, all of which had undoubtedly been discovered by Brule.

Jean Nicolet's great discovery was Lake Michigan in 1634, and as far as I know he did not come up into this part of the country at all. His influence however reached us, for in definitely opening up the Nipissing-French River route and establishing friendly relations with the Indians he gave to the French the monopoly of the fur trade for many years. Nicolet was certain that he was on his way to China, so he carried with him a very gorgeous Chinese outfit in which to greet the oriental potentates.

While the Nipissing-French River route was practically the only way to get access to the Great Lakes its popularity was greatly increased by the fact that it was fairly safe from the Iroquois, one point so far off as the habitat of an Indian people has had some bearing on the opening up of our part of New Ontario.

The next important epoch in the history of discovery in this part of the country was that of the brothers-in-law Groseilliers and Radisson. They explored Lake Superior in 1654-56. The south shore they covered carefully, and it is believed that they also reached the James Bay via the Albany River probably following the old Sioux trail. They returned by Moose River to Lake Superior and then down to Quebec, carrying with them a great consignment of furs. On their arrival they were treated badly by the government and their furs seized. The French official little realized how far reaching this act was to be. As a result of it, the two French explorers left the French service, and went over to the English, and ultimately persuaded the latter to form the great company that was to be called the Hudson's Bay Company.

In the meantime though, Father Allouez was also doing some exploration in the interior, reaching Lake Nipigon. Here he established a mission among the Indians who were of the Nipissing tribe. One would infer from Father Allouez's report that he felt that mission work in this western part of the country should be done from fixed points, with men to work for their maintenance, and chapels for religious services. Probably if his hopes had been realized it would have introduced a permanency to Indian life and settlement that might have helped to open up the country much sooner than it has been. He, however, had to return to Quebec, and never came back here. It was Father Allouez who named Lake Superior "Lac Tracy" after the then Governor of Quebec and this name appears on the maps for several years.

Sixteen hundred and seventy-eight was a very important year for Fort William, for it was then that Duluth and his party arrived to explore Lake Superior and to re-open the fur trade among the Indians. His brother La Tourette went into the interior and built forts on the Nipigon and further north, at the junction of the Kenogami and Albany Rivers, and so diverted much trade from the Hudson Bay Company which was then ten years old. Duluth himself built a fort at the mouth of the Kaministiquia probably about the foot of McTavish street in 1679, and later explored the Lake of the Woods, and the Winnipeg Basin.

The Kaministiquia River was first explored by Jacques de Noyon about 1688. He followed the waterways through to the Lake of the Woods, discovering the latter lake. He built a fort on the Rainy River probably near Fort Frances. Part of his course would follow that of the old Sioux Trail for none were quicker to find the easiest route than those wily Sioux. Thirty years later Robutel de la Noue came along and rebuilt Duluth's fort on the Kaministiquia, and constructed one on the Lake of the Woods. This river route however was not used to any extent for the Pigeon River one was found to be rather easier and the trade was diverted there for nearly a century. In 1722 we have the first mention of the Pigeon River when an officer named Pachot wrote describing its merits.

La Verendrye was the next famous explorer to make his headquarters at the Kaministiquia. He spent the winter of 1731 here trading in order to make some money for his trip farther westward. His ambition was to discover a practical route to the western sea, and though he did not reach his goal, he accomplished much more than it is given to the majority of men to do. He and his sons explored the basin of the Winnipeg, and probably got as far west as the foot hills of the Rockies, as well as covering the basin of the Missouri. However, the special association that we of New Ontario have with his name is in connection with the tragedy of the Lake of the Woods, when in 1736, his son, and a party of twenty other Frenchmen were murdered by the Sioux on an island in the Lake of the Woods. La Verendrye himself, was at Fort St. Charles, on the western side of the lake, up the bay now known as the Northwest Angle Inlet. Provisions and ammunition being needed, it was decided to send three canoes down to Kaministiquia and Michilimackinac. Young Jean Baptiste La Verendrye was in charge of the party among whom was the missionary, Father Alneau. Apparently without warning they were attacked while asleep. Their bodies were mutilated and left on the sand. They were later buried by La Verendrye on the same island, which has ever since borne the sinister name of "Massacre Island."

The Grand Portage at Pigeon River passing into the hands of the Americans after the revolution, it was necessary for the Montreal traders to find another route, and in 1798 the old Kaministiquia one was re-opened by Roderick Mackenzie of the North West Fur Company.

The squabbles between the Northwest Company and the Hudson's Bay Company resulted in Lord Selkirk bringing in his mercenaries, the De Meuron regiment, in 1816. They camped up the river at the point that bears their name, and then started out in the winter time to make their way to Red River. Selkirk made a bee-line between the two points, passing south of Shabandowan. Peter McKellar says that he has frequently seen signs of this trail, the first that was ever put through by white men.

In 1857 H. Y. Hind made a report for the government on the country between here and the mountains, with a view to putting through a railway. At that time it was the intention to make use of the water routes in so far as it was possible only connecting them up by railroad. Hind gives a very interesting description of the country and features the agricultural possibilities of the Kaministiquia Valley. In 1858 the government incorporated a company known as the North-west Transportation Navigation and Railroad Company which was empowered to construct railroads, roads, and tramways between the shores of Lake Superior and the Fraser River. Nothing came of this, but it all indicates that people were learning something about this section, even though it was little more than that of the early explorers, namely that it was necessary to pass through it, in order to get to the west.

S. J. Dawson made the next important government report on a road from the Head of the Lakes to the Red River, and in 1870 his course was followed in taking the troops through to quell the Red River Rebellion. This road was a very fine piece of work, and many miles of it still remain in good condition. The Dawson route followed to a large extent the course of the old Sioux Trail.

In the meantime Confederation had been consummated and the government was pledged to build a railway across the continent, and scores of engineers were sent out to discover the best route. This opened up the country greatly, but having only the one idea in their minds, they did not gather very much information about the country in general through which they were passing.

The opening up of the country in the search for minerals did more to make it known. In 1845 thirty applications were made for locations on Lake Superior, and in 1847 the Bruce Copper Mines were discovered in Algoma. In 1868 the Silver Islet mine was discovered, and in 1870 Peter McKellar discovered the first important vein of gold at the Huronian Mine near Shebandowan. The Sudbury nickel-copper deposits were discovered during the building of the Canadian Pacific Railroad in 1882, and in 1899 the greatest iron deposit then opened in the Province was found at Helen Mine in Michipicoten. It was not till 1903 that the Cobalt silver area was discovered, and a great wealth of gold being soon after found, men were eager to get into the inland country to explore for more mineral wealth. This has added greatly to the knowledge of the geography of our country, but much as all as has been learned, those who know best feel that they are still only on the edge. They claim that we will yet find in our interior wealth of mines, agricultural areas, forests and power that will make New Ontario the wealthiest section of the entire Dominion.

To deal with the exploration of the northern section of our district, we must retrace our steps to the time when Groseilliers and Radisson threw over their allegiance to France in 1666 and appealed to Charles the Second of England, to organize a fur trading company to trade into the Hudson Bay. This great sheet of water had been visited by the Portuguese as early as 1558-67 for the Ortelius map of 1570 indicates the entrance to "the Bay". It was not till 1610 though, that it was explored by Hudson, who gave the Bay his own name. He spent a winter at the southeast corner of James Bay, at what is now known as Rupert's Bay. He had hoped to have found a passage to the "southern sea." You will remember that this was the time that Nicholas Vignau was living with the Indians, and studying up his story of his imaginary trip to the "sea of the north". Surely Vignau must have had some pretty direct word of Hudson's party, or he could not have told such a circumstantial story. While at Rupert's Bay Hudson did a little bartering with the Indians and so was the true forerunner of the "Great Company".

Many of our great explorers devoted their lives to unravelling the mysteries of the Hudson Bay, but all with the same hope that they would some day find a passage to the Orient. In this they failed, but they did succeed in making a record of every turn in the shore line, part of which forms some of the northern border of New Ontario.

In 1668, the charter was given to the Hudson Bay Company by which they became the owners of all lands drained by the Hudson Bay "excepting such as might be the rightful property of some other Christian monarch." Our two Frenchmen, Groseilliers and Radisson came over with the first two boats, and the former landed with the one of which he was in charge at the same southeast corner that had sheltered Hudson fifty years before. Groseilliers named the river that discharged itself in the bay, the Rupert. The English in the party had no success in their attempts to trade with the Indians, but the Frenchman's long experience stood him in good stead. By flattery and presents he won their confidence, and they agreed to bring him their furs in the spring. During the winter he made many trips into the interior exploring and making friends among the Indians, and in the spring crowds flocked to Rupert's River to trade with him. Thus was the exploration of the north section of our district commenced. In 1673 the two Frenchmen returned to the allegiance of France and explored on behalf of that government as far north and west as the Hayes River. About this time D'Iberville known as the "first great Canadian" went across from Quebec, overland to dispute the claim of the English to the coast territory. He went via the Ottawa, Lakes Temiskaming and Abitibi and down the Moose River. Once more the original Indian trail proved the only one for getting across the country. The overland route is so much more arduous than the ocean trip, it has never been popular at any time; consequently we have but few records describing that part of the country.

While the Chippewa Indians have been in possession of Northern Ontario from time immemorial they apparently followed another people or may have been descended from them though that is hardly likely. These early people were generally known as the Mound Builders. The center of their activities was in the South Central States but remains of their work are to be found as far north as the Rainy River District where there are still to be seen conical mounds filled with human bones pottery and weapons. They probably also worked the copper mines on the south shore of Lake Superior and on Isle Royale. Their work indicates a very high standard of intelligence, determination and energy characteristics that were developed much more highly than with the average American Indian. Where these people came from, and why they went away and where to no one can tell, but it is probable that they were not war-like, and so were unable to meet the bloody hordes that pursued them. Whether or not it was the Chippewa that exterminated them, no one knows but our native Indians have always been good fighters and ready to hold their own. They have not indulged in wars to any extent, for their territory was very large and they were content to confine themselves to it. They never figured much in history for their habitat was too far removed from the territory of early settlement by the whites, for them to take any part in our pioneer life. Their general relationship to the French was always friendly though the Thunder Bay Indians early found their way to the Hudson Bay for trading purposes and so had intercourse with the English rather than with the French. It was only when the Northwest and X.Y. Companies came to Grand Portage and Fort William that their trade was diverted to this end. The Chippewa belong to the Algonquin family and are closely connected with the Crees and Nipissings. The Crees occupy the more northern part of the country. They all have a fairly extensive legendary history but no attempt has been made to make a full collection of it. Many of their stories are associated with their wars with the Sioux who occupied the territory to the south and west. This terrible tribe tried to get possession of this part of the country and for many years they made regular raids, coming up from the neighborhood of what is now Duluth Minnesota following the inland lakes and rivers. They evidently got as far north as the present town of Sioux Lookout, as the name would indicate, and every now and then is disclosed the remains on rocks of some of their hidden signs. It is supposed that they met their final defeat about 1[illegible] by the Chippewa in the neighborhood of Thunder Bay. Dog Lake was the site of one of their great battles the success of which was reached by the Chippewa in their making a great effigy of a dog, which still may be seen by those interested. Signs of their battles are to be found near Lake Oliver at Silver Mountain and on the Welcome Islands as well as in many other places. The Chippewa then having the country to themselves gradually deteriorated and their hunting life which necessitated each family having a large range of country tended to destroy tribal strength.

It may be news to many to learn that there was ever a dispute as to whether this part of the country belonged to Canada, or to the United States and yet such was the case. The treaty of 1783 defined the boundary as passing through Lake Superior northward of Isle Royale to Long Lake and then through the middle of said Long Lake to the Lake of the Woods. The Americans claimed that the Kaministiquia was the line meant, and that Dog Lake was intended when they said Long Lake. Had they won they would have got everything south and west of the Dawson Trail. I ran across an old map the other day that shows Dog Lake as Long Lake so perhaps they had real grounds for their claim. The British on the other hand were ready to grant that the Pigeon River might be meant though they claimed that the correct boundary was the St. Louis River at Duluth and gave many very good reasons in support of their claims. Of course we know that they finally decided on the Pigeon but with the understanding that the Grand Portage should be open to citizens of both countries. Looking at it from the present one would naturally imagine that that was the only solution to the dispute but one might also wonder what would have happened to the ports at the Head of the Lakes if the site of Fort William had been acknowledged to be on American territory, or if on the other hand, Duluth had been declared to be in Canada.

Another boundary dispute was of even more importance to these cities, for the solution was not so easily seen and that was whether or not we belonged to Ontario or Manitoba. We have all discussed the question of secession from Old Ontario but it may be news to you to learn that had it not been for the astuteness of Sir Oliver Mowat in presenting the claims of Ontario we certainly would have been a part of a western province instead of an eastern.

When the Dominion of Canada purchased the rights of the Hudson Bay Company it naturally wanted to get all it could and was inclined to encroach on the boundary already claimed by Ontario, in fact the Dominion insisted that our two cities were outside the province of Ontario. To solve this dispute it was necessary to find out just what the original

boundary of the French Province of Quebec was, for it was evident that the Dominion in purchasing the rights of the Hudson Bay Company could have no claim on anything originally belonging to the French, and Ontario was only claiming that her northern and western boundaries were identical with those of France.

To find out what these boundaries were, it is necessary to go back to the squabbles between the Hudson Bay Company and the French fur traders. As you will remember, the charter gave the former all the country draining into the Hudson Bay "that was not owned by some other Christian monarch". The Company's policy was to make the Indians come to them, consequently they never went inland to any extent. The French, on the other hand, went to the Indians, and soon had posts established all through the country, as far west as the Saskatchewan, and right to within sight of the Company's own houses, often, so while the English claimed the territory as far south as the height of land, the French were in actual possession. The French won out in the struggle, and on January 29, 1701, the Hudson Bay Company agreed to the Albany River being the dividing line between their territory and that of the French. This was ultimately accepted as Ontario's boundary to the north, though not without a struggle, for in spite of that precedent, the Dominion laid claim as long as they could to everything north of the Height of Land.

The western boundary was even more difficult to define, but here again Ontario laid claim to everything that was still under the British Crown that was originally known as Quebec. As you will remember, the continent was divided between the British territory of Canada and the French of Louisiana, the boundary between which being defined as the Mississippi River to its source, and then due north to the Hudson's Bay Company's territory. (Part of this northerly line is now the boundary between Ontario and Manitoba, and the description of it accounts for the peculiar projection of Minnesota into what would seem should belong to us.)

The Treaty which wound up affairs between England and France after the fall of Quebec defined the western limit of Canada as a line due north of the confluence of the Ohio and the Mississippi Rivers. This line was six and a half miles east of Port Arthur, and was the boundary of Manitoba as claimed by the Dominion in their act of 1881. There was another boundary that the Dominion was prepared to accept, namely conformance to the Height of Land. This would have given our two cities to Ontario, as that line is about sixty miles west. From 1879 to 1884 there were arbi-trations and appeals to higher courts but finally in 1889 the northerly and westerly boundaries were definitely set forth as they are to-day. It was not alone among the politicians that the disputes were taking place. Kenora became a hotbed of contention, and at one time there were officials from both Manitoba and Ontario claiming the right to jurisdiction. The private citizen was in constant trouble in regard to titles to lands and in order to be sure had to take out two titles, one from the Dominion and one from the Province.

Undoubtedly Ontario was in the right in her claim to this part of the country, and in fact she might well have claimed much farther west than she did, for the French were really in possession of the western fur trade to a much greater extent than was the Hudson Bay Company, but we as citizens of the Twin Cities might well wonder if it would not have been to our advantage had the decision gone the other way. As a sea port for the province of Manitoba we would have received much more consideration than we have ever had from Old Ontario.

The history of New Ontario from nineteen hundred to the present has been quite as full of romance as that prior to that date, but dealing as it does with an entirely different phase it would better be handled in a paper discussing our commercial development. That story however would not be complete unless we had information in regard to the past, for the success of Future New Ontario was undoubtedly foretold when those doughty old explorers decided that the wealth of the west was only to be fully enjoyed by using as a connecting link, New Ontario.

THE UNVEILING OF THE HISTORIC CAIRNS

(From the Times-Journal)

Sept. 18, 1926 will be recorded as an epochal date in the annals of the region surrounding Thunder Bay. Posterity will recall fondly and authentically that on this day two cairns, of granite, stone and mortar, monuments to adventurous men of the past and to events of paramount historical interest not only of local but of national significance, were unveiled in the presence of a distinguished gathering of lake head people, many of them pioneers of around half a century of residence here. Ceremonies of an impressive character and addresses in which the eloquence of the speakers was matched with material of great historical interest made the day of the double unveiling one long to be remembered here.

The first of the two cairns, erected by the department of the interior of the Federal Government upon the recommendation of the Historic Sites and Monuments Board, was unveiled at Point de Meuron on the Kaministiquia River a few miles from the city limits of Fort William, a spot of great natural beauty and for ages the meeting place of primitive travel and traffic of the aborigines of the great plains and the Great Lakes, and the hardy explorers, traders, adventurers and pioneers who came after them. The ceremony took place at 2.30 on a lovely autumn afternoon.

The second cairn was unveiled at 4.30 in the Heath Park, West Fort William. It commemorated the turning of the first sods of the two great railways, the Canadian Pacific Railway and the Grand Trunk Pacific Railway.

At both ceremonies Mr. Peter McKellar, most distinguished pioneer, and his sister Mrs. Dearson officiated at the unveiling. With them were other pioneers of long residence at the Head of the Lakes. Among those others who attended the two ceremonies were Mayor Joseph E. Crawford, Dr. James Coyne of St. Thomas, representing the Historic Sites and Monuments Board, R. S. Richardson, A. F. Hawkins, John King, Rev. D. McIvor, G. R. Duncan, C. H. Phelps, Hon. Dr. R. J. Manion, M.P., F. J. O'Brien, president of the Canadian Club, Dr. C. C. McCullough, President of the Fort William Board of Trade, Miss M. J. L. Black, president of the Thunder Bay Historical Society, Roy Kirkup, Capt. J. W. Conmee, Capt. James McCannel, W. A. Armstrong and E. Langford, president and secretary of the Fort William Parks Board, William Houston, Parks Board, Wilfred Walker, Dr. W. S. Pickup, C. W. Jarvis, Rev. Joshua Dyke, Mrs. George

A. Graham, Robert Weigand, Col. S. C. Young, William Webster, secretary of the Fort William Board of Trade, William Skene, E. E. Wood, principal of the Collegiate Institute, and members of the staff including M. L. Cornell, J. L. McLaurin, Miss Tilden, English specialist; Donald Murie, assistant city clerk; many prominent Fort William women and a throng of other citizens, augmented at the latter unveiling by a host of school children.

The inscription on the tablet set in granite rocks that form the substantial monument at Point de Meuron tells in brief the national significance of the spot on which the cairn stands. It reads:

Kaministiquia Portage.

Le Point D'Atterrissage des canots, commencement de la longue portage vers le Grand O'Uest, fut suivi par les Indiens pendant des siecles, par Jacques de Noyon, en 1688, puis par les decouvreurs, explorateurs et commercants, Francais, Anglais et Canadiens.

The canoe landing, the beginning of the long portage route to the Great West, was used by the Indians for ages, by Jacques de Noyon in 1688, subsequently by French, English and Canadian discoverers, explorers, and traders. Site donated by Lt.-Col. Samuel Crawford Young. Erected 1927.

Mayor J. E. Crawford acted as chairman of the ceremonies which opened with a prayer by Rev. Jas. Dyke, pioneer. The mayor, in a brief speech, dwelt on the glories of past centuries, and paid a glowing tribute to the brave and adventurous explorers who followed the Indians over this route decades ago. Also it was pleasant, he said, to have so many pioneers present for they represented a storehouse of historical data that should serve as an inspiration for the younger generation. He congratulated the gathering on being represented by the federal government that took note of such events. "For this monument," he said, "will stand for ages to tell the story of bravery and heroism of hardy pioneers generations ago."

Miss Mary J. L. Black, president of the Thunder Bay Historical Society, then was introduced. The cairn, she said, was erected in honor of explorers, traders and Indians, primarily the Indian aborigines, through whom she declared Canada was preserved for the Empire. "We owe a great deal to them," she said. On behalf of the Historical Society she welcomed the gathering, solicited their help in preserving old pictures and prints of this region, historical data, or other material that may prove of great value to the Society.

As Miss Black concluded the prow of a canoe was seen pushed above the bank of the Kaministiquia and in a moment a voyageur came into sight, clad in picturesque costume of years ago. He carried his frail craft into the enclosure surrounding the cairn, partially upturned the canoe, spread his blanket beside it, pulled his tent over the craft, and with the aid of his axe made a cosy retreat for the night. The part was taken by Donald Munro, and revealed to the gathering how centuries ago adventurous spirits may have sought succor for the night on that self same spot.

Col. S. C. Young was introduced as the donor of the site on which the cairn was erected.

"We stand to-day on historic ground," he said. "A spot that links the present with the dim and romantic past, with its picturesque voyageurs, explorers, soldiers and missionaries, who before the advent of the great Transcontinental Railways passed to and fro over the 'Long Portage'." The speaker recalled the discoveries of Duluth and the exploration of Jacques de Noyon who passed over the site of the cairn in 1688 in quest of the great inland sea, thought to lie in the west. He returned without realizing his dream. No white man followed him until the arrival of Roderick Mackenzie in 1798, who as North West Company man traversed the route in his endeavour to replace the route formerly followed via the Pigeon River. Then followed legions of traders, explorers, soldiers and missionaries. How long the route was used, the speaker would not venture to hazard, but there was one thing that posterity can be sure of, that the character of the stout hearted men who penetrated the Great Waters of the Northland were of a type that has contributed in no small measure to the building of the Canadian nation, a stalwart, courageous, far-seeing people. Colonel Young also recounted other interesting associations with Point de Meuron, Lord Selkirk's presence there in 1818, of Lord Milton and Dr. Cheadle, the famous explorers in 1878 and Lady Milton, of the birth of the present Lord FitzWilliam. The early road to many of the mines crossed the river at this point.

There was a wild outburst of applause as Peter McKellar, first discoverer of gold at Ontario, explorer of note, and one of the earliest builders of Fort William, rose to address the assemblage. Despite his venerable age, he stood firmly and in a steady voice expressed his delight at being present on such a momentous occasion. He said that fitting tribute had been paid to the traders and explorers of decades ago and recounted some of his own experiences, aloof from memory's storehouse, over the same route many many years ago. Many appeared affected at hearing this esteemed personage and there was no doubt as to their affection for the pioneer as they applauded his concluding remarks.

Capt. J. W. Cousins, 82 years young, smiling vigorously was loath to make an address, his excuse being that "I might split my main brace." Everyone roared! Pressed he gave in and standing before the historic cairn, confessed that this was the first occasion in 80 years on which he was called upon to speak. More than sixty years ago, he said he accompanied a detachment of the 60th Rifles up the Kam River. With 20 guides it took nine days to go from the mouth of the River to Kakabeka Falls, much too long. "But they could not handle the boats," he explained. In concluding, he said that a cairn might well have been placed at the Falls, because one and all had to portage there, whether they liked it or not, a remark that drew laughter from everyone.

The last speaker was Doctor James Coyne of St. Thomas, Ontario, who represented the Historic Sites and Monuments Board. In a brilliant address literally crammed with historical data, he told of the important part played by canoe in the destiny of the nation. Dr. Coyne paid his first visit to what is now Fort William in 1871. There were but two houses on the bank of the Kaministiquia. In one dwelt the McKellar household, in the other the McVicar household. He paid a glowing tribute to Peter McKellar. "Your venerable and esteemed citizen and public benefactor, founder of your society, president for many years and now its honorary president. For more than sixty years he has himself been a part of the history of this region. It has been my good fortune to have known him ever since my first visit here in 1871 and I know whereof I speak. I am sure that we are all one in the hope that he may be long spared to the community he has so long adorned." In explaining the work of the Board, he said that there were certain rules to be followed. Historical events came under three classes, those of local importance, those of provincial importance, and those of national importance. Indians, naval and military events came under the federal classification. Also it was the aim of the federal government to mark the terminus of every great portage, among the foremost of which was the Kam Portage. "These stones and tablets are intended to mark the national historic importance of your noble Bay and River," he said. For ages the Kam Portage was used, how long ago he could not tell. Perhaps millions of years ago, scientists declare through discoveries in strata in recent years. Water for thousands of years provided transportation, and for ages a system of transportation north of the Lakes was the birch bark canoe. It carried the primitive inhabitants and their primitive belongings. He recounted its history, recalled the major events linking Point de Meuron with the past up until the present. He said that it was not his purpose to enter into a history of the great railway companies that followed. His main task was to tell the tale briefly and succinctly of nature's wonderful highway of past ages. Everyone who heard him joined in a spontaneous demonstration of applause. Space does not permit giving Dr. Coyne's address in full.

As he closed, Peter McKellar with Mrs. M. Benson gently pulled the cord that let fall a huge Union Jack draped over the cairn, exposing the tablet. The Flag was loaned for the occasion by N. M. Patterson. As the Flag fell to the cairn's base all joined in God Save the King.

From Point de Meuron automobiles conveyed the gathering to Heath Park, where the second cairn commemorating the turning of the first sods of the C.P.R. and G.T.P. Railways was unveiled. Inscribed on the tablet were the following significant paragraphs: "The mouth of the Kaministiquia, for ages the gateway to canoe traffic with the interior, became later the lake port terminal of great Transcontinental Railways. The first sod of the Canadian Pacific Railway was cut by Adam Oliver, M.P.P., on the first of June, 1875. The first sod of the Grand Trunk Pacific Railway was cut by the Right Honorable Sir Wilfrid Laurier, Premier of Canada, at the Canadian Pacific Crossing on the 11th of September, 1905. The first grain from the west to reach Fort William, arrived in 1883, and was loaded with wheel barrows into the steamers for the east."

The gathering was increased in size by many more residents when ceremonies were opened by a prayer by Rev. D. McIvor, pastor of First Church United. In another brief and interesting address, Mayor Crawford as Chairman paid tribute to the founders of the railway systems. He introduced A. F. Hawkins, terminal superintendent of the Canadian Pacific Railway, as the first speaker. Mr. Hawkins recalled the events of that momentous date in Fort William's history when the first sod of the C.P.R. was cut by Adam Oliver, the ceremonies presided over by D. D. Van Norman, and the gala day celebrations in the town. In brief he outlined the history of the great railway, of its part in the political history of Canada, of the obstacles faced by its builders, how they conquered almost insurmountable barriers, to ultimately give to the Dominion one of the greatest transportation systems in the world. He paid tribute to the vision of Sir John A. Macdonald, to the genius of George Stephen (Lord Mountstephen) and to all the early founders and builders of the railway.

He was followed by R. S. Richardson, terminal superintendent of the Canadian National Railways. Fortified with volumes of authentic data, he dealt largely with the ceremonies in connection with the turning of the first sod of the G T P Railway here, Sept 11 1905, by Sir Wilfred Laurier Local men who played a part in the events included C H Jackson, C W Jarvis L. L. Peltier Mayor E. S. Rutledge S. C Young A Macdougall Dr Hamilton James Murphy Dr Smellie, Rev Father Arpin, F R Morris. E A Morton G A Knowlton W Stephenson, W F Hogarth John King many of whom have since been called by death He told of the reception given Sir Wilfred of the long line of carriages, thirty one in number, flanked by collegiate cadets, and headed by the Fort William band that made up the procession that journeyed to the scene of the ceremony In addition a train of thirteen coaches and street cars carried thousands of residents to the spot At three forty-one o'clock Monday afternoon, Sept 11 1905, with a silver spade now possessed by S C. Young the Premier cut the first sod Mr Richardson recounted the growth of Fort William in population and in industry since that time.

He was followed by Captain McCannel of the S.S Assiniboia who delivered an extremely interesting address on the early days of navigation in the Head of the Lakes.

Dr Coyne again spoke somewhat along the lines of his previous address.

The ceremony closed with Peter McKellar and Mrs Dawson unveiling the monument as the gathering sang God Save the King

The work of veiling the cairn was in charge of E Bass

DINNER IN HONOR OF DR. JAMES COYNE
SEPT 18, 1928

(From the Times-Journal)

A delightful informal dinner party was held last night at the Avenue Hotel under the auspices of the Fort William Historical Society in honor of Dr James Coyne, following the unveiling of the historic monuments here. Miss M. J. L. Black, president of the society presided with the guest of honor at her left hand, and after coffee had been served called upon a few of the local guests to speak before Dr Coyne the speaker of the evening.

A. J. Boreham responded to the toast of the Railways and spoke of the fulfillment of the prophecies of the Fathers of Confederation regarding a railway from ocean to ocean but he saw the end of railway travel since television would soon bring all the scenery that is now visited by rail to a man sitting in his armchair at home.

G. R. Duncan replied to the toast Industrial Fort William, pointing out the great fundamentals for industries possessed by this city in raw material, power, transportation, and water supply.

The toast of the Historical Society brought John King to his feet, who said that the members of the society were not so numerous but were made of good stuff. Dr Coyne however had shown them that they still had history to learn about their own surroundings. He ended by giving personal recollections of his own connection with railway building in Canada.

In commencing his address, Dr Coyne extended greetings from the Elgin Historical Society to its Thunder Bay sister. Elgin was one of the earliest societies organized, antedating even the provincial society. Dr Coyne added that the Thunder Bay Society is one of the best known in Ontario, and its president Miss Black and its Past President Peter McKellar have a name and fame not confined to Fort William. An interesting feature of this speech was the reading of a letter written by Dr Coyne during a visit to Thunder Bay on the Chicora, Capt McGregor, in 1871, just after the passing through of the Red River expedition. One of the prominent objects at Prince Arthur's Landing was the stockade built by Wolseley's soldiers, while the Chicora had to anchor outside the bar at the mouth of the Kam River and deliver its cargo by boat. Thus, said Dr Coyne, I am one of the oldest of old timers in Fort William. He also recalled a later visit to Fort William, when he and his friend were walking between two strings of box cars in the yards, on their way to the hotel when they were suddenly met by a racing elephant, and quickly took shelter between the cars Presently they met a man who calmly asked if they had seen an elephant, as if they were native to the town It had escaped from a circus and was later found mired on the way to Port Arthur In conclusion the speaker hoped that both the cities at the Head of the Lakes would realize their hopes for the future

The list of guests were as follows Miss Black Dr Coyne, Mrs. M Deacon Mrs G A Graham Mrs. B. F Jarvis, R. S. Richardson, Mr and Mrs. C W Jarvis, Mrs C. H. Kirkup, Miss Charlotte Weigand Miss Pamphylon, Mrs N A Archer Mrs. J A Clark, Miss Lenore Clark Mr and Mrs A J Burnham, Mr and Mrs S C. Young Capt McConnel Miss Leila Pritchard Mr and Mrs. G R Duncan Mrs A. D Stewart. F F Duncan, Miss Mildred Turner Mrs. A F Crowe Mrs. E G Copping Miss Marjorie Copping John King Miss Robin and J R. Lumby

A WEEK ON LAKE SUPERIOR

(In July, 1871)

BY J. H. COYNE

(From the St. Thomas Journal, 1871)

Thunder Bay is about 25 miles long and 15 miles wide, and its whole expanse can be seen from the deck of the steamer. Just west of us, as we lay at anchor (July 19, 1871), were the flat, sandy shore, and the cluster of new frame houses which is called Prince Arthur's Landing. The houses are between thirty and forty in number, nearly all of which have been erected within the last year. The village is the terminus of the Dawson Road leading to Fort Garry, and seems bound to go ahead. A few miles to the south of us, opposite the mouths of the Kaministiquia, are two pretty little wooded islands called Welcome Islands. Ten miles farther south we see a number of high rocky islands running off in a south westerly direction from Thunder Cape. Just across the entrance of the Bay is the fantastic Pie Island, eight miles long and five miles wide, and very lofty; its western extremity being a mountain perfectly round, with its walls rising perpendicular on every side to a height of 850 feet. This mountain is called the Pie, from its resemblance in shape to an enormous meat pie. Through the gaps between the islands, is dimly descried Isle Royale, 40 or 50 miles to the south of us. Directly across the Bay, 15 miles distant from us, Thunder Cape towers grandly above every other object in sight, presenting the appearance of a gigantic stairway rising gradually from the point opposite Pie Island by six or seven steps, each upwards of two hundred feet high, to an elevation of 1350 feet above the lake. On its northern side the mountain breaks off rather abruptly, and is succeeded by a lower range of mountains which wall in the glorious bay as far as the eye can reach. Westward from Pie Island and just back from Fort William, we see McKay's Mountain, an extensive plateau rising perpendicular from the river-bank to the height of 1,000 feet. Behind this again is mountain after mountain running off to the west, until they are lost in the distance. The whole view from Prince Arthur's Landing is one of magnificent grandeur.

During the morning a number of us embarked in a small tug, commanded by an Indian captain, for Fort William. This is situated on the north bank of the Kaministiquia River, about a mile from its mouth, and comprises but one or two houses besides the Hudson's Bay Company's fort and store. Opposite, on the south bank, we observed an Indian village of bark wigwams and canvas tents. The Indians of this region are much darker than those of the Thames and Grand Rivers. Scores of canoes were drawn up on either bank, and on the river were several manned by their swarthy owners. The regular Chippewa salutation is a corruption of the French "Bon Jour," and when we shouted it across the river to the occupants of the wigwams, they returned it heartily, laughing as if they considered it a good jest. The river is one of great beauty, being bordered with lovely green meadows and long-armed trees, which sometimes seem almost to shake hands across the clear water. The banks are low, flat, and exceedingly fertile. All sorts of grain are cultivated with good success in the green valley. When the sand bar at the mouth of the river is dredged out the stream will be navigable for the very largest lake vessels for a distance of twelve or fourteen miles. We walked about a mile up the river from the Fort, admiring the beautiful water, the graceful canoes, the rich fields, and the frowning mountains, but the extreme heat of mid-day and the unpleasant familiarity of the black flies, which would persist in forcing themselves upon our notice, compelled us to retrace our steps to the Fort, where we again went on board the tug and returned to the Chicora. After dinner I went ashore at the Landing. Here, and also at Silver Islet settlement, Messrs. Blackwood and Sons of Wallacetown, have established themselves in business as general merchants and have succeeded well in their enterprise. The only object of special note at the Landing is a stockade, built by the Red River Expeditionary Force last year as a storehouse. It consists of an earth-work guarded with palisades, and surrounded by a moat. At 5 p.m. we weighed anchor and steamed to the mouth of the Kaministiquia, where we again anchored for three hours, whilst a small boat was sent up to Fort William for the mails. Meanwhile we witnessed a very heavy shower in the direction of Pie Island, though not a drop fell in our neighborhood, and the gorgeousness of the sunset was rivalled by the strange beauty of the rainbow between us and the Pie, the brilliant variety of colors in the rainbow being in fine contrast with the black mass of basalt in the background. At last, about 8 p.m., we started in earnest for Duluth. Passing by Welcome Island we had one of the grandest views imaginable. Thunder Cape had changed its form as if by magic, and now looked like the extended body of an enormous giant lying on his back, with arms folded on his breast, the round elevation to the north appearing to be the head. Far to the north was the long array of mountain bluffs extending one after another all around the bay. Numerous fires in the woods along the shores cast a smoky haze around their immediate neighborhoods. Westward, Prince Arthur's Landing nestled at the foot of a range of mountains, which had been hidden by the woods when we lay near the village. Southward, between Pie Island and Welcome Islands, was a long vista, extending towards Pigeon River, of lofty islands and mountainous shores of gigantic rocky bluffs, and dark, receding coves, full of a solemn grandeur which filled one with awe and reverence and wonder; while overhead the clouds marshalled their forces black and threatening as if about to storm the great Thunder Cape with all the artillery of heaven. Far to the southeast Isle Royale, wrapt in a dim haze of blue, slumbered peacefully on the bosom of the mighty lake. It is said that on the top of the three highest mountains of Thunder Bay there is a lake of clear water, large in size, and of great depth. The Indians have a legend that the thunder is a huge bird having its home on Thunder Cape, where it hatches the lightnings. They say that a thunder storm in the Bay is something terribly grand, each mountain sending back the thunder peals in deafening reverberations. But the sight of a storm was denied us, for the clouds swept by and left the sky clear again, and soon we were on the broad bosom of Superior, with the darkness growing thick around us, and the cold wind blowing across the water.

ADDRESS OF JAMES H. COYNE AT FORT WILLIAM, ONT.

SEPT. 18, 1922

AT THE UNVEILING OF THE CAIRNS IN HEATH PARK IN THE CITY AND AT THE KAMINISTIQUIA PORTAGE

On sites donated by Lieut.-Col. Samuel C. Young and the City of Fort William respectively, these cairns have been erected by the Department of the Interior for Canada upon the recommendation of the Historic Sites and Monuments Board, whom I have the honor to represent, and I bring you their greetings, firstly to The Thunder Bay Historical Society for undertaking the programme for the formal ceremonials, and the City of Fort William for its hearty co-operation, and also to the sister city of Port Arthur, whose historic cairn has already been dedicated. These stones and tablets are intended to mark the national historic importance of your noble bay and river. Your Historical Society has done much to preserve and transmit their story to future generations. Its work is entitled to public recognition and appreciation and the gratitude of this and future ages. It is fitting on this occasion to offer special felicitations to your venerable and esteemed citizen and public benefactor, founder of the Society, President for many years, and now its Honorary President, Mr. Peter McKellar. For more than sixty years he has himself been a part of the history of the region. It has been my good fortune to have known him ever since my first visit to Fort William in 1871, and I know whereof I speak. I am sure we are all one in the hope that he may be long spared to the community he has so long adorned.

The memorial erected at Fort William twelve years ago through local effort commemorated famous explorers. It is a connecting link between the cairns which engage our attention to-day. These mark the oldest and the latest phase of your local history.

At Point de Meuron, for countless ages, was the meeting place in primitive travel and traffic of the aborigines of the great plains and the great lakes. Such a place of meeting the Kaministiquia River remained after the coming of the French and then the British explorers and traders, with little or no change in its main significance, until a time within the memory of persons here present.

But with the turning of the first sod at Fort William of the Canadian Pacific Railway in 1875, and of the Grand Trunk Pacific in 1905 came a new world, the modern Canada.

This Canada of ours, with its marvellous transportation systems, opening up the great wheat belts of the plains, and later the mining areas of the pre-Cambrian belt, and the vast forests of Ontario and British Columbia, linking the commerce of the world, and constituting in their main trunk lines, two of the greatest of the world's highways, while their branches, like a huge net-work, cover half the continent. So rapid a national development within the compass of a single life is perhaps unequalled in the annals of time. The importance of the Kaministiquia and Thunder Bay in Canada's development could not be more clearly indicated than by the fact, that here were begun two trans-continental transportation systems of such gigantic national and international significance.

Who discovered Thunder Bay and the Kaministiquia River? Probably the brothers-in-law Medard Chouart des Groseilliers and Pierre Esprit Radisson, famous coureurs de bois, coming across the lake from the southwest. Trading among the Sioux, the deadly enemies of the Crees, who occupied the North shore, they had persuaded them to agree to a peace. The Crees received the Frenchmen with great rejoicings. Arriving in a bay, perhaps near where we are gathered, the peacemakers were carried in triumph on the shoulders of their hosts, seated in their canoe, "like a couple of cocks in a Basquett" to use Radisson's own quaint phrase. Was it Thunder Bay?

The first map of Lake Superior was the Jesuits' map of 1671. It shows a fair acquaintance with Thunder Bay. The three mouths of the Kaministiquia are clearly indicated, together with the beginning of the long portage and its estimated length. On whose information did the missionaries act? No other source is suggested. We may reasonably infer that the two coureurs-de-bois were here in 1662, first of Europeans to penetrate the Bay and River and perhaps also first to use the portage.

Possibly it was in this bay also that they gathered together the 400 Cree canoes, loaded with furs for Three Rivers, whose assemblage is noted by Radisson. Many picturesque pageants cross the pages of the bay's history.

The first European settlement at Fort William, if it can be so called, was the trading post established by Duluth in 1679 at or near the mouth of the Kaministiquia. Doubt has been thrown upon the identity of the river mentioned by him, but it may be reasonably accepted that he intended the stream still known by the name. The best part of the fur trade was being menaced by the newly formed Hudson's Bay Company. The situation was urgent. The Indians must be intercepted on their way to the great bay and encouraged to come to the

Lake. A chain of posts between the lake and Hudson Bay was accordingly established by the French in 1679; then, may be dated the beginning of the Twin Cities of Thunder Bay as a trade centre, about 250 years ago.

The post was renewed from time to time. It became Fort Kaministiquia in 1688 under Jacques de Noyon and 1717 under Zacharie Robutel de la Noue. From the head of canoe navigation on the river the long portage and canoe route ran towards the western plains by way of Dog Lake, although there were doubtless several trails with the same general direction and object.

Before the end of the 17th century, according to a contemporary writer, no less than 3,000 traders, trappers and their families were assembled at the Kaministiquia Fort, which had already become the chief entrepot of the Northwest fur trade.

Noyon, in 1688 or afterwards, was probably the first European to travel over the long portage from the Kaministiquia to the Lake of the Woods, and perhaps beyond.

A generation had passed before a once famous rival trade route became known to the French, eclipsing for a time that by Dog Lake.

It was about 1722 that the Grand Portage from the Pigeon River began to be commonly used. But from time to time the old route was still followed, as by the celebrated La Verendrye and his sons in 1731. With the conquest of Canada in 1759 the fur trade passed to the British. Montreal merchants immediately began to take over the French-Canadian traders and voyageurs and to spread them farther and farther over the Northwest. A number organized themselves into companies such as the "Northwest Fur Company" and the "X Y Company." The rivalry for possession of the trade grew more and more acute, the Hudson's Bay Company also extending its operations more widely throughout the West, and the competing companies building post for post side by side at many points.

The American Revolution had its effect upon Thunder Bay. The Grand Portage was no longer exclusively British. Accordingly, the Northwest Company transferred its headquarters to the Kaministiquia River and built Fort William, famous in history. Then the long portage resumed its ancient importance. It would be a long and extremely interesting story to tell of the boisterous rollickings at the Fort of officers and voyageurs from Montreal with the "Northwesters" from the plains. The Northwesters lived on corn meal and water alone and scorned the effeminate voyageurs, the "mangeurs de lard" or "pork-eaters," who mixed pork with their corn

to make it palatable. The revelries of the great dining hall at the Fort have been so fully described by Washington Irving and others as to require no further mention by me.

Nor can I dwell upon the Red River troubles of 1812-16, the rival forts, the vicissitudes of their bitter, oppressive and bloody warfare, where Winnipeg now stands. I can only mention the struggles of the stout-hearted and unfortunate Earl of Selkirk, his hastening to the defence of his settlers on Red River, his capture of Fort William, and arrest of its officers, his construction in 1816 of the Hudson's Bay fort at Point de Meuron, where the long portage began, his wintering there with his armed force of 250 men, largely of the de Meuron regiment, whose name was given to the Point, his subsequent misfortunes and early death. In Highland settlements in old Ontario, the tragic story is still told of the trials and sufferings of the Selkirk settlers on the long, long trail from York factory to Red River, and again from Red River to Aldborough, Chinguacousy and other Scots settlements a hundred years ago.

But the Red River war ended from exhaustion, and it was here, within the walls of Fort William, that peace was made and the North West Company was finally amalgamated with the Hudson's Bay Company in 1821. The story of the consummation may be read in full in the valuable publications of the Thunder Bay Historical Society.

Thenceforward the history of the long portage is peaceful enough for nearly half a century. The history of the Fort was that of the Hudson's Bay post everywhere. At certain times of the year, as in the old French days, thousands of Indians, traders and voyageurs, might be seen around the fort. The river and bay were covered with birch canoes. Indians of various tribes, gaudily painted in white, black, blue and vermilion, pitched their bark tents across the river or squatted lazily around the fort. In the great hall traders and voyageurs held high revelry, to be renewed by the chief traders at Beaver Hall when the fur-laden flotillas arrived in Montreal. Otherwise life was quiet enough. There was no daily mail. The first mail from Canada, consisting of two letters and three papers, arrived in 1858. The "Rescue," one of the first steamers to enter Thunder Bay, brought it. Prior thereto letters came by way of York Factory from England, once or perhaps twice a year.

It was in 1869 that Simon J. Dawson began construction of the Dawson Road to Lake Shebandowan. This, the first road to the westward, facilitated the transportation of Col. Garnet Wolseley's Red River Expedition in 1870, when 1400 men with its aid traversed the distance to Fort Garry with a rapidity that amazed military men, and speeded that great leader (afterwards Field Marshal Lord Wolseley) on the road to fame and fortune in his chosen profession. By that road from Prince Arthur's Landing, later called Port Arthur, immigrants bound westward made their way to Fort Garry and Winnipeg until the completion of the Canadian Pacific Railway to Winnipeg rendered it no longer necessary for the purpose. In 1881 Fort William ceased to be a trading post of the Hudson's Bay Company, and the history of the long portage came to an end.

It is not my purpose to enter into the history of the great railway companies, great as is that record of masterly conception, daring adventure, skilful organization, engineering genius and administrative and ultimately financial success. My main task was to tell the tale briefly and succinctly of nature's wonderful highway of past ages, extending beyond the range of historic record, down to a time within the memory of some of us now here, until superseded by the wonderful achievements of the 19th and 20th centuries.

For ages the one system of transportation north of the lakes was by birch bark canoe. It served the primitive inhabitants and their primitive belongings. Their journeys were of necessity directed along the waterways and by portage over short or longer connecting links. America is one vast network of innumerable lakes, great and small, and branching streams almost interlacing each other. For many thousands of miles in all, these are navigable for vessels of varying draught. Primitive races dwelt near water and, down to comparatively recent times, their journeys and trafficking were mainly by water. Alike for deep and shallow, for carrying round falls through woods and over steep and stony paths, for riding the waves and avoiding the rocks of lake and river, for running and stemming rapids, a special type of boat was required. For the purpose nothing devised by man has equalled that marvel of design and construction, of lightness and strength, of grace and beauty, the birch-bark canoe of the Algonquin races.

Champlain discovered its necessity in 1603 at Montreal, when he vainly tried to ascend the Lachine Rapids, and made up his mind to trust to the canoe for further discovery and exploration. Since then, what has the canoe achieved? Let me briefly summarize.

Through the alliance with the Algonquin races, the French acquired a monopoly of the birch canoe. With its aid and Algonquin guides, the French were enabled to be the first to discover and explore the North American continent along

the great river systems east of the Rockies, including the St. Lawrence, the Mississippi and the upper stretches of those discharging into Hudson's Bay.

Thereby they added to the dominions of the French monarch as well the vast river basins as the western prairie lands, while the English were still confined almost exclusively to the comparatively narrow strip between the Appalachians and the sea.

Through the birch canoe the valuable fur-trade became the monopoly of the French until the coming of the Hudson's Bay Company. That great English Company owed its origin to the suggestion and assistance of Chouart and Radisson, who had forsaken their own king and gone over to King Charles II. of England, carrying with them their knowledge of the upper country around Lake Superior and their experience of Indians and Indian ways of trade and barter. With the aid of the canoe, French and British in succession penetrated to the remotest parts, to the Rockies, the Arctic and Pacific Oceans, and planted their forts or trading posts in every important centre of native travel. Through this form of occupation, the British title to the northern half of the continent became complete through cession by the French king of his rights in 1763.

Through the canoe, missionary enterprise accompanied or followed the traders and natives throughout the west and northwest to the limits of human habitation, communication was maintained between the scattered trading posts and the central administration in London, and the flag and laws and allegiance of the empire were carried to the most distant regions opened to trade.

But the northern half of the continent remained isolated in sentiment from the Thirteen Colonies, a separate racial, political and religious entity. The American Revolution left it still British from choice, and varied historical tradition and experience. But for the previous occupation of the northwest, it is more than possible that the United States might have claimed and been accorded the whole. Britain would have lost her transcontinental communications. The British empire, as it exists, would have been an impossibility. Imagination may extend indefinitely our national indebtedness to the birch canoe.

In any case, it is to the birch canoe that the early discovery and exploration of your river and bay and of the Great Plains beyond was due. The portage was the "carrying place" of the canoe and its burden. And so, in commemorating the carrying place we are paying a belated honor to that lightest, most beautiful and most graceful of water conveyances, the birch-bark canoe.

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THE THUNDER BAY HISTORICAL SOCIETY

Eighteenth and Nineteenth Annual Reports

PAPERS OF 1926-27 AND OF 1927-28

ORGANIZED IN 1908

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THUNDER BAY HISTORICAL SOCIETY

18th and 19th ANNUAL REPORTS

OFFICERS

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Right Honorable Sir George E Foster

Honorary Patron and Patroness

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Vice President	Mr C W Jarvis
Secretary Treasurer	Miss M J L Black

Executive Committee

Mr John King Miss Robin Capt McCannel
Mrs. G A Graham

Auditors

Mrs. C W Jarvis and Miss Pamphylan

TREASURER'S REPORTS

Receipts 1926-27

1926		
Nov. 1	—Balance in bank	$43 90
	D. W. Vickers	5 00
	F. C. Perry	1 00
	Mr and Mrs. McKenzie	3 00
	Capt. McCannell	1 00
	Miss Stafford	2 00
1927	Mr. V. G. R. Vickers	2 00
	Miss Black	1 00
	Mr and Miss Copp	2 00
	Mr and Mrs McKellar	2 00
	Mr and Mrs John King	2 00
	Miss Robin	1 00
	Mr and Mrs. C H Philpot	1 50
	Capt McCannel	1 00
	Mrs F A. Sibbald	1 00
	Miss Pamphylon	3 00
	Mr F C Perry	1 00
	Mrs W J Hamilton	1 00
	Mrs Kirkup	1 00
	Miss Weigand	1 00
	Mr G H Armstrong	1 00
		$77 40

Disbursements 1926-27

C N R Express	$11 14
Postage	2 00
Times Journal	6 30
Canadian Historical Association	10 00
Livery for carriage	5 00
	$34 44

Receipts 1927-28

1927	Balance	$42 96
	Mr D Smith	2 00
	Miss E G Jones	1 00
	Mr and Mrs McKenzie	1 50

1928		
Apr 2	Mrs Copping	1 00
	Miss Robin	1 00
	Mr and Mrs A F Hawkins	2 00
	Mr and Mrs G R. Duncan	2 00
	Mr F T Duncan	1 00
	Mr and Mrs John King	2 00
	Dr and Mrs Stewart	2 00
	Mrs Sibbald	1 00
	Miss Black	1 00
	Mr and Mrs McKellar	2 00
	Mr and Miss Copp	2 00
	Mr O'Connor	1 00
	Mr and Mrs Jarvis	2 00
	Capt McConnell	1 00
		$68 46

Disbursements 1927-28

Expenses in connection with Dr Coyne	$ 7 50
Advertising	4 30
Canadian Historical Association	5 50
	$17 30
Balance in bank	51 16
	$68 46

PRESIDENT'S ADDRESS

In this Annual Report of the Thunder Bay Historical Society which I have the honor to present, it is my desire to outline or recall briefly the principal items of interest which it has been our privilege to enjoy

This year has been a signal one due to the Diamond Jubilee Celebration of Confederation of the several provinces of Canada into one Dominion and the attention of Canadians generally as well as that of our citizens locally was for months prior to the historical day centered upon this one great event.

Our Historical Society on this occasion was accorded an important and honored part in our city's demonstration Our pioneer citizen, Mr Peter McKellar who was residing in this city at the time that Confederation of the Provinces took place and who was the organizer and first President of our

Historical Society, together with several other members, drove in the civic procession depicting the period of 1867. This particular feature reminiscent of the early days was unique in character and was much appreciated by the citizens generally.

Several valuable historical papers have been presented at our meetings, and have contributed in no small measure to the interest and enjoyment of our members. These are being recorded permanently in our annual publication. We are indebted to the contributors of these splendid articles and our future citizens will also share this indebtedness for these.

We are pleased to note that another site of historical significance has been recognized by the erection at Pointe de Meuron of a cairn by the Historic Sites and Monuments Board of Canada, to mark the trail of the Indians in the years gone by. Through the generosity and co-operation of Colonel Young this has been made possible, and we trust that our Historical Society will succeed in the not distant future in having their efforts of years crowned with the erection of a monument marking the important site of the landing of the famous De Meuron soldiers who played such a decisive part in the historic development of Canada.

We deeply regret having to record the passing of one of our esteemed charter members, Miss Stafford of Port Arthur. Miss Stafford never failed in her interest in our Society and was always ready to give assistance as long as her health permitted. We also deeply regret the passing of Mr. W. W. Vickers of Toronto, who was always interested in the history of Fort William and who penned some valuable contributions for our Society, two of which will be included in this year's annual report.

We have been pleased to receive some new members in our ranks and we have benefitted much from their interest and kindly co-operation.

We are sorry indeed that Mrs. W. J. Hamilton, one of our pioneer members has seen fit to leave our midst to reside in Vancouver, but we feel assured that Mrs. Hamilton will always hold dear the interests and welfare of our Society.

And lastly, I wish to take this opportunity of expressing to all the members my sincere gratitude for their continued interest and kindly assistance in the work of our organization.

Respectfully submitted,

Carlotta S. McKellar,

President.

PETER McKELLAR

BY FLORENCE N SHEEK

I first saw Peter McKellar pioneer mining engineer explorer and geologist on Wednesday September 25 1901 on the occasion of the Royal visit to Fort William, of the Duke and Duchess of York now King George and Queen Mary There were no florists in Fort William in those days, so the garden of the old McKellar homestead furnished the asters which Mr McKellar held ready for presentation to the Duchess by Miss Edith Sellers.

As early as 1864 Peter McKellar was engaged by a company composed of Messrs. Walbridge Herrick and John McIntyre to carry on mining explorations in the Thunder Bay district John McIntyre an officer of the Hudson's Bay Company but acting for the mining company in a private capacity with Mr Herrick's surveyor had authority to purchase any locations recommended by Peter McKellar who was to receive one third of the profits the company's share being two thirds Mr McKellar took his two brothers John and Donald into partnership In 1869 he was placed in charge of the second party on the occasion of making the survey of Lake Nipigon, having been appointed to this important position by Dr Bell, F.R.G.S who was second in command of the Geological Survey and next to Sir William Logan At that time there was only one boat on Lake Superior between Sault Ste Marie and Fort William and it took ten days for the round trip Dr Bell was rejoiced to find at the Head of the Lakes an expert geologist and experienced explorer to take charge of his second party Dr Bell was still more pleased when he learned that Peter McKellar understood quite well the operation of all the scientific instruments while his knowledge of local conditions made him independent of the Indian guides. Under Peter McKellar the second party made a most successful survey of the Lake Nipigon District In the following year Dr Bell induced this versatile explorer to take charge of the survey of Black Bay White River Whitefish Lake Little Pic River and the Slate River, Dr Bell taking the Big Pic Long Lake and adjacent localities.

Mr McKellar with his special education and training in surveying mining engineering and geology gained wide prominence in the west as a real pioneer in mining explorations on the north shore of Lake Superior

In that region he discovered the first gold mine the first silver mine, the Thunder Bay Silver Mine and the Huronian Gold Mine His partners John and Donald McKellar dis covered in the same region the first zinc mine and the first iron mine, the Atikokan, and the firm of McKellar Brothers made many other important mining discoveries.

Peter McKellar has been superintendent of the Huronian Gold Mine, 1882-84, superintendent of exploration and development work of the Toronto and Western Mines Development Company in the Seine River and Lake of the Woods District, 1897-98, and for many years engaged extensively in mining and real estate business in Fort William. He has travelled east, west and south in the United States, and knows Canada from Quebec to Victoria. In company with a party of members of the American Association for the Advancement of Science, he spent several months in Yellowstone Park and the Hawaiian Islands, and has also travelled extensively in Great Britain, France, Italy, Switzerland, Egypt and Palestine. His literary work included many brochures on mining and geology read before important meetings of scientific societies; one of these, the Framework of the Earth, read before the annual meeting of the American Geological Society at Chicago in 1920, attracted the attention of scientists generally. His inventive genius has devised a rock breaker and pulveriser and a rotary engine.

His scholarship has been recognized by life membership in the London Geological Society, membership in the American Geological Society, the American Association for the Advancement of Science, and the Royal Society of Arts, London, and he has made many valuable contributions to the literature of those societies.

As a good citizen he has served as president of the Thunder Bay Historical Society for twenty years, as councillor in the municipalities of Thunder Bay and Shuniah, as reeve and councillor in Neebing, as charter member of the original Kaministiquia Club, established in 1879, as well as in the reorganized club, and is a valued member of the Canadian Club and the Board of Trade.

Mr. McKellar was born in Middlesex County, Ontario, April 27, 1838, and though in his 90th year is as hale and strong in mind and body as most men of seventy.

SHIPPING ON LAKE SUPERIOR

BY JAMES McCANNEL, MASTER C.P.R. S.S. ASSINIBOIA

While Lake Superior, the greatest of our inland seas, was known to some of the Jesuit missionaries and early explorers, yet the development of the marine trade on the Lake took place at a later date than on the other lakes. The falls of St Mary's was one of the principal obstacles with which the hardy voyageurs had to contend, necessitating unloading the canoes and carrying the freight across the portage, and reloading them at the head of the rapids. The early settlers usually located along the shores of the lakes and rivers as this afforded the only means of transportation at that period, the railway not having yet come into existence. From the early days the canoe, batteau and York boat for many years took care of what little trade was offered. These finally gave place to the small sail boat and coasting schooners. With the increase of trade the dimensions of the vessels increased until in the early seventies there were registered on all our lakes upward of 1400 vessels of all descriptions, many of them models of architectural beauty and manned by as fine a body of sailors as the world ever knew. In 1816 the first Canadian steamer, the Frontenac, was built and launched on Lake Ontario, and for many years there was a rivalry between steam and sail. Finally the latter was slowly but surely losing ground and to-day there is only a handful of this proud fleet left. The first steamers were all of the side wheel type and they too gradually gave way to the propeller type.

The Indian traders from the west going down to Montreal with their furs often had pieces of native copper, which they stated came from the shores of a lake far to the west, but owing to native superstition would not reveal the locality from whence it came. In the summer of 1622 the French explorers Brule and Grenolle arrived at the Soo, and were the first white men that ever gazed on the broad expanse of Lake Superior. Later they were followed by Jesuit missionaries. In 1767 Alexander Henry, a fur trader who miraculously escaped Pontiac's massacre at Michilimackinac, being rescued by a friendly Indian, wintered at the Soo, and was the first white man who attempted to develop the copper industry of Lake Superior. He went to Mackinac in the spring, and happening to meet a Mr Baxter, who had lately arrived from England, interested him in his reports about copper on this lake. They organized the first mining company on Lake Superior. Mr Baxter left for England and succeeded in interesting several people of note in his mining scheme, among cester and others. Having returned from England in 1770, he and Henry wintered at the Soo, where they built a barge fit for the lake, and laid the keel of another schooner to carry about 40 tons. This early ship yard was located at Point Aux Pins, about six miles above the rapids, where to-day is located one of the most ideal summer resorts to be found on the lakes, and often as the steamers pass up and down the beach is lined with a happy throng. Here at the same place Henry and Baxter erected an air furnace for smelting copper ore, being the first of its kind built in the Lake Superior District. Here also Baxter resided for a number of years, this spot becoming for a time a place of some importance. Schoolcraft, the authority on American Indians, about 1820 noted that at Point aux Pins was located a ship-yard of considerable importance where vessels were built for the fur traders. This pioneer mining company does not seem to have lasted very long, and the only trade carried on for many years afterward was by the different fur companies. Annually fleets of canoes passed up and down between Montreal and Fort William and to facilitate matters at Sault Ste. Marie the North West Fur Company built a small canal on the Canadian side in 1797, which was destroyed by the U. S. forces in 1814. About 1840 reports of copper on the south shore began to attract the attention of those who sought the yellow metal, and many prospectors were to be found who fitted out at the Soo for their trips in the wilderness. In many instances evidences were found where mines had been worked by some prehistoric race. A young geologist of much promise, Douglas Houghton, was sent up to do some exploratory work, but unfortunately he lost his life in October 1845 near Eagle River by the capsizing of his sail boat. During this period several small steamers began to come up as far as the Soo with supplies which had to be transported across the portage and loaded on the small craft which carried it to its destination. McKnight and Company did a thriving business at the portage which began to increase rapidly and miners were at work along the Keweenan Peninsula where to-day is located one of the largest copper industries in the world. The rapids at the Soo presented a barrier and caused delay. Soon men of vision began to talk about building a canal which was not looked upon very favorably at Washington, and even the residents of the Soo were not in favor of it, as they realized that once the canal was constructed many of them would be thrown out of employment. Captain Averill of Chicago seeing that the handling of freight by sail on Superior was rather uncertain and slow, saw there was an opening for a steam boat, and in the early fall of 1845 arrived at the foot of the rapids with a small propeller Independence, which had on them His Majesty King George the Third, the Duke of Glou board the necessary equipment. Immediately he set to work to haul the vessel out on the land and had her moved over the portage on rollers and launched above, the process occupying about seven weeks. The steamer was then loaded with freight and proceeded up the Lake, the ports of call at that time being Fort Wilkins, where a small garrison was maintained by the U.S. (This place is now called Copper Harbour), the next places being Eagle Harbour, Eagle River and La Pointe on Madeline Island, where Father Marquette many years previously had established a mission, being the last port of call. Some time later Ontonagon and Superior came into being. In the fall of 1853 the propeller Independence shortly after landing on her last trip of the season, laden with freight and a few passengers, was destroyed by the boiler exploding and four men lost their lives, November 22. Thus ended the career of the first steamer that ever sailed on Lake Superior and it was also the first steamboat disaster on that Lake. In all, seven side wheel steamers and propellers were transported around the rapids before the opening of the first American canal in 1855, namely the Independence, Julia Palmer, Baltimore, Sam Ward, Manhattan, Monticello and Peninsular. I have heard it said that the Julia Palmer made a trip around the north shore of Lake Superior as far as Fort William. Of this event we have no authentic record. Perhaps some day some old Hudson Bay records may come to light to verify it, for it is not likely that such an important event as this would pass by without some mention being made of it.

The work on the canal on the U.S. side was at last undertaken and on the 18th of June 1855, the first steamer, the side wheeler Illinois, under the command of Captain Jack Wilson passed through the locks, bound up, and it has the honor of making the first trip from the lower lakes to Lake Superior. This popular captain had sailed steamers on Superior prior to this and unfortunately a few years later lost his life on the ill-fated steamer Lady Elgin when she was sunk by the schooner Augusta and 289 people lost their lives.

We shall now direct our attention to the marine interests on the Canadian side of Lake Superior as this was the original purpose of this paper. In looking through the canal records we find that the first Canadian craft to lock through was the small schooner Isabel, Captain Tozer, master, in the season of 1856, paying the minimum toll of $5.00. The Northwest Territory at this time was little known to the people of Canada outside of the Hudson Bay Company. The Dominion Government set aside an appropriation and organized and sent out a geological expedition under Professor Henry Yule Hind to survey a wagon road from Fort William to Fort Garry, and report on the natural resources of the country. This expedition left Toronto July 29, 1857, and next day boarded the side-wheeled steamer Collingwood (formerly named Kaloolah) Captain McLean, master, and sailed for Fort William. This steamer passed through the canal July 27, and was the **first registered Canadian steamer that ever sailed on Lake Superior**. It arrived outside the bar at Fort William, 4 p.m. July 31st and anchored. On August 1st the members of this party landed 44 in number and the steamer departed for Collingwood. This side wheel steamer was built by Bidwell and Banta of Buffalo to the order of Alex McGregor of Detroit and was purchased by Canadians and put on the route from Sturgeon Bay to Sault Ste Marie, Capt. MacGregor, Master. Before the O S and H R R was opened to Collingwood in 1855, the route by Holland Landing, Orillia and Coldwater had been used by travellers and stages connected with Sturgeon Bay where docks and immigrant sheds were built several years prior to that year. But when Collingwood was selected as the terminus of the railway this steamer then ran from that port to the Soo, till the close of 1857. While on this run the steamer was sailed by Captains McLean and Butterworth. In 1858 and afterward this steamer was running on Lake Huron and while trying to release a vessel ashore near Saugeen went ashore and was totally wrecked in August, 1862. When operating on Lake Huron she was again known under the former name of Kaloolah.

In 1858 some Toronto merchants bought the twin screw propeller Rescue, in Buffalo, built in 1855 by Bidwell and Banta and fitted her up to engage in the Lake Superior trade having secured the contract to carry the mails for the Red River settlements. This steamer under the command of Capt James Dick (a family well known in marine circles on Lake Ontario) left Collingwood at 10.30 a.m. July 12, 1858 with passengers and mail on her first trip to Fort William and anchored outside the bar at 7.00 p.m. on the 15th. The following morning they sailed down to Grand Portage where Captain Kennedy along with two Indians took charge of the mail and in a birch bark canoe conveyed it to its destination over the old trail formerly used by the North West Fur Company. This trip of the steamer Rescue was the beginning of the great North West trade which we have today. The ports of call on the north shore of Lake Superior of that time like those on the south shore are not used to any great extent nowadays. After leaving the canal, steamers called at Point Aux Pins, Batchewana, Mamainse Mine, Michipicoten Harbour, the Pic, Red Rock (Nipigon) and Fort William, and at a later period Silver Islet and Prince Arthur's Landing. There were no docks at that period. Vessels usually anchored and the freight was transferred to shore by small boats and scows. In 1860 when the Prince of Wales, afterwards King Edward the Seventh, visited Collingwood this steamer was chartered to convey the Royal Party on a trip around the bay. During the Fenian Invasion in 1866, she was doing patrol duty on the lakes. In 1863 from canal records this steamer made two trips to Fort William for a number of years being engaged in towing on the lower lakes and finally was dismantled on the St. Lawrence in 1874.

In the season of 1859 an opposition steamer appeared on the scene, the side wheel steamer Ploughboy being brought from the river and Lake Erie trades. One of the principal owners was a member of Parliament and whatever methods were adopted to wrest the mail contract from the other steamer we know not, only it gave rise to much criticism on the floor of the House at a future date. This steamer also was transferred to the Lake Huron run from Sarnia to Saugeen calling at intermediate ports. The Ploughboy was built at Chatham, Ontario, in 1851 and later the name was changed to the T. F. Parks when it was used for towing purposes on the lower rivers and finally burned at Detroit in 1878.

In 1864 another steamer owned by Carruthers of Toronto arrived at Collingwood to engage in the Lake Superior trade under the command of Capt. Thomas Leach. Built at Niagara in 1849 for Heron and Dick for the Royal Mail Service and known as the City of Toronto, in 1861 the owners gave her to the Abbey Brothers of Port Robinson in part payment for a new vessel they were building and it laid at that port for some time, finally disposing of her to Capt. Disten who had her towed to Detroit where she was completely rebuilt and the name changed to Racine. In rebuilding this steamer was remodelled and instead of the clipper bow she appeared with a straight stem and the main and mizzen masts were removed. In 1864 this steamer was again registered in Canada, under the name of Algoma and passed through the Soo canal May 9th on her first trip to Fort William with passengers, mail and freight. Some time after this she was sailed by Captain Perry whose brother kept the lighthouse on Isle St Ignace where there were some mining operations carried on. On the last trip of the season, he had intended to call and take his brother off, but owing to stress of weather fuel and supplies running short the captain decided to go in and sent a wire to Duluth to have some of the Hudson Bay Company's men call for his brother. Unfortunately the latter left alone tried to make his way to Fort William along the bleak barren shores of Superior. He never arrived but some time afterward his body was found frozen to the shore ice, partly mutilated in a little bay west of Silver Islet and the bay to-day is known as Parry's Bay. The last trip of the Algoma was in 1874 when along with some other boats she steamed out of Collingwood harbour as an escort accompanying the Steamer Chicora which was leaving there on a cruise of the Great Lakes having Lord Dufferin, the Governor General and suite on board. On this occasion the Algoma was sailed by Capt. Dan Cameron, a member of a well known sailor family of that port. Being condemned for further service she laid dismantled at the dock, was eventually burned and drifted across to the west side of the harbour where her remains lie buried in the sand. While engaged in the Lake Superior trade she was sailed by Captains Leach, Perry, Symes and Orr and many of the young men from Collingwood and vicinity commenced their sailing career on this boat.

At Halifax after the Civil War in the United States, there lay the famous blockade runner "Let-Her-B" built at Liverpool for the Ber Line. During that time she made about eight successful voyages from some of the West Indian ports to Charleston, S.C. She was hotly pursued on one occasion by the fleet of the Northern States. The Atlanta and the Connecticut kept up the chase for 15 hours, although they finally gave it up, but not before considerable damage was done to the "Let-Her-B". Captain Coxetter, who claimed to have sailed her at that time, was a familiar figure around Port Arthur during the seventies, and with his wife lies buried at Savannah. The Milloys of Toronto bought this steamer and brought her to Collingwood in 1868 to go in the Lake Superior trade. They had a part cabin built for the accommodation of first class passengers. This steamer was built of iron, having most graceful lines, with two long rakish funnels placed fore and aft giving her a smart appearance, and for that period she was considered very fast. In order to pass through the canals she was cut in two and joined at Buffalo and ran from Collingwood, Fort William and Duluth from 1869 until September 1875. For a couple of seasons she laid in ordinary when she was again towed to Buffalo, cut in two, and taken to Lake Ontario. This same Steamer Chicora, for many years ran from Toronto and Niagara. Now she is used as a low barge around Toronto and the name was changed to Warrenko. In 1870 the Chicora was one of the steamers that carried Lord Wolseley's Expedition to Fort William. The captains who sailed her were MacLean, Tripp, MacGregor and Orr. Captain William Maoson was in charge when she was taken to Lake Ontario in 1877, and for several seasons this promising young man was first officer on her. He died in Toronto in 1878.

T[illegible] Superior
[illegible]

RESCUE

PLOUGHBOY

ALGOMA

CHICORA

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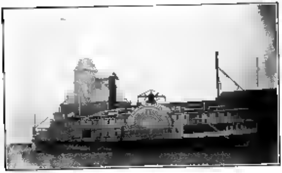
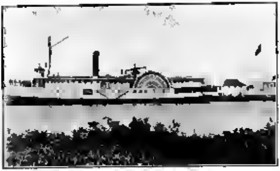


FRANCES SMITH



MANITOBA

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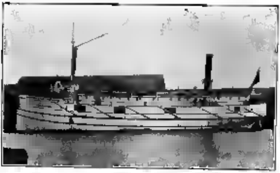

CITY OF QUEEN BOURNE

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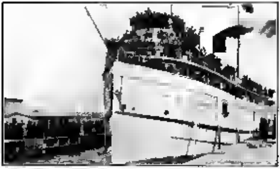
CAMPANA



MAJESTIC

CITY OF COLLINGWOOD

The side-wheel Steamer Waubuno was built at Thorold in 1865 for the Beatty Brothers for the Georgian Bay trade from Collingwood to the Soo and was sailed by Capt. J. B. Symes. On August 8th, 1867 the Waubuno passed through the canal, the first boat on Lake Superior having the Dawson party on board. Mr. Dawson established the famous Dawson route from Port Arthur over which the Wolseley Expedition travelled in 1870 on their way to Fort Garry. Some years after this the little steamer made several trips to Fort William and was sailed by Captain P. M. Campbell. On November 22, 1879 the Waubuno foundered in the Georgian Bay while on her last trip of the season between Collingwood and Parry Sound, all on board being lost. Captain Burbett was the commander.

In 1867 the Frances Smith was built at Owen Sound for the Georgian Bay trade, was one of the finest equipped steamers at that time on the lakes, and was sailed by Captain Smith. Her first appearance at Fort William was during the Red River Rebellion in 1870 when she carried supplies for the Wolseley Expedition along with the Algoma and Chicora. The Smith was sailed for many years by Captain Tate Robertson of Owen Sound. She traded to Fort William and Duluth until 1887 and was purchased by the Georgian Bay Transportation Co., now the Northern Navigation Company. The Smith's name was changed to the Baltic, ran from Collingwood to the Soo and Mackinac for several seasons. In 1893 she ran to Chicago and latterly went by the fire route at Collingwood in 1896.

The ever increasing trade passing through Collingwood to the Head of the Lakes required more ships and two fine side-wheel steamers were built at Port Robinson in 1871, namely the Manitoba and the Cumberland. The Manitoba under Captain Symes made four trips that fall to Fort William and the following year she was added to the Sarnia Line just begun from that port. Owing to the bar at the mouth of the Kaministiquia River all steamers anchored outside, but in 1873 a narrow channel was dredged through this obstruction and on August 16th, 1873 the Steamer Manitoba under the command of Captain Symes entered the Fort William harbour and tied up at the Hudson Bay Company's dock. This was the first steamer that entered the Fort William harbour and the only person so far as I know who sailed on her at that time (1889) and now living is Captain John McNabb, now living retired at Sarnia, who was first officer in 1873. While on the Sarnia Line she was wrecked on Lake Huron. Being released and rebuilt the name was changed to Carmona. Running on various routes until 1900 she was cut in two at

Collingwood and lengthened, and her name was changed to Pittsburg For a couple of seasons she ran from Toledo to the Soo and was burned at Sandwich at the close of the season of 1903

The Cumberland was wrecked on Rock of Ages in August 1876 grounding during a dense fog Captain Parsons being Master

The propeller City of Owen Sound was built at that port in 1875 as a steam barge during the winter of 1876 77 Cabins were built on her, and under the command of Captain John Kenney she passed through the Soo May 9th 1877 with passengers and freight In 1878 she was sailed by Captain McNebb until the close of 1883 In 1884 she was abandoned on the north shore by the crew and the following spring was released, overhauled and sailed by Capt. La France until she went down near Clapperton Island Oct 1887 Sometime afterward she was raised converted into a steam barge her name changed to Saturn and was finally lost on Lake Huron This steamer was well known to the people around Fort William

In 1878 the Steamer Annie L Craig was purchased from the United States owners and the name changed to the City of Winnipeg Along with the Owen Sound and the Frances Smith the three were known as the Collingwood and Lake Superior Royal Mail Line The Winnipeg was built at Gibraltar Mich in 1870, and like most of the U S steamers of that period had high wooden arches on both sides On July 19th 1881 this steamer was burned at Duluth when three members of the crew lost their lives Captain Kennedy was Master To replace this steamer the owners Smith and Keighly bought the Steamer North in London and brought her to the Upper Lakes She was cut in two to pass through the canals and when she arrived in Collingwood in Nov., 1881 she looked like an ordinary ocean tramp steamer—no cabin two spars sails bridge and funnel amidship The twin screw Steamer North was built in Glasgow by Aitken in 1873 for the South American cattle trade and for some time was owned in Cape Town South Africa The name of this steamer was changed to Campana and during the winter a full cabin was put on her in Owen Sound, when she entered the Lake Superior trade in the spring of 1882 under the command of Captain E B Anderson and was considered the finest passenger steamer on the Lakes In the fall of 1883 this staunch steamer encountered one of the heaviest gales known on that lake The cabin was stove in both forward and aft flooding the cabins. Captain Anderson and Mate Alex Cameron were badly injured by the sea and to save the vessel as she was loading up with ice crew and passengers began to jettison the cargo.

Under the command of the second mate, Hans Halversen, the steamer was brought into Michipicoten Harbour. Hans was a well known figure around Fort William and died there a short time ago. This was probably the hardest time the Campana ever had. With the coming of the new C.P.R. boats in 1884 and having direct communications to the west, the Collingwood Line seems to have gone out of business a few years afterward, and for a time the Campana was chartered by that line. In 1893 she ran from Toronto to Chicago and latterly on the St. Lawrence River, but finally broke in two on the Wye Rock in 1912.

In 1895 two new passenger steamers ran from Collingwood to Fort William and Duluth, namely the Majestic under Captain P. M. Campbell, and City of Collingwood under Captain James Bassett. The latter steamer was built in Owen Sound in 1893, and in that year ran to Chicago. The Majestic was built at Collingwood in 1895, and ran to the Soo. The companies amalgamated and for some time these steamers ran to the Soo and Mackinac. The Collingwood burned at Collingwood in 1905 when three or four lives were lost, and the Majestic burned at the dock at Sarnia in 1916.

In this paper the writer has dealt principally with the Collingwood and Lake Superior Line as it was the pioneer steamer line to open up and develop the trade from the east to the Northwest Territory and laid the foundation from a small beginning with the little steamer Rescue to the enormous trade we have to-day. It is interesting to compare her carrying capacity with the Steamer Grant Morgan, now named the Donnacona, a vessel 625 feet in length. There are a few persons living who have seen all this development take place on the route. The grand old man of Fort William, Peter McKellar, was a passenger on board the Steamer Illinois on her second trip to Lake Superior after the opening of the Soo Canal in 1855, bound for Ontonagon, Mich., where the family spent a few years. Leaving there with his father and brother they crossed Lake Superior in a 25 foot sail boat. At Collingwood is another man named John Wright, over 90 years of age, who as a young man sailed on the Steamer Ploughboy for some time.

Too much praise cannot be given to the pioneer ship masters who blazed the trail, for in those years not a single spar buoy or gas buoy marked the dangerous shoals. The only light-house they saw on the whole trip was Whitefish Point light, forty miles above the Soo. In 1859 the light houses on Nottawasaga Island, Griffith Island and Cove Island were put in operation on the Georgian Bay. When looking over the chart of the north channel there you will see shoals named after most of the early mentioned vessels indicating that at some time or other they found bottom and it is not to be wondered at

For the purpose of comparison between the early steamers and those of to day I add a list of dimensions of all save one of the Collingwood and Lake Superior Line from the side wheel steamer Collingwood which was the first to go up that lake down to the City of Collingwood the last of that line

COLLINGWOOD AND LAKE SUPERIOR LINE

1857—1898

Name	Rig	Where built	Year	Length	Beam	Depth
Kaloolah	Side-wheel	Buffalo	1853	186	25	9 11
Collingwood						
Rescue	Propeller	Buffalo	1855	[illegible]	[illegible]	10
Ploughboy		Chatham				
T F Park						
City of Toronto	Side-wheel	Niagara	1840	103	20	11
Algoma						
Waubuno		Thorold	1865	135	18	7
Let Her B						
Warrenko		Liverpool (G B)	1864	221	26	10 0
Chicora						
Frances Smith		Owen Sound	1867	181 8	27 8	11 9
Baltic						
Cumberland		Pt. Robinson	1871	204 5	26	10 7
Manitoba Carmona		Pt Robinson	1871	178	26	11
Pittsburg						
City of Owen Sound	Propeller	Owen Sound	1875	110	31	12
Saturn						
Annie S. Craig	—	Gibraltar	1870	184	31 8	12 2
City of Winnipeg						
North Campana		Glasgow (G.B.)	1873	240	25	13
Majestic		Collingwood	1895	200		
City of Collingwood	—	Owen Sound	1893	213		

HISTORICAL SKETCH OF THE FIRST PRESBYTERIAN CHURCH, FORT WILLIAM

(The first Protestant Church in Fort William)

BY REV. D. McIVOR

Fort William itself was named after William McGillivray who was in charge of the North West Fur Company in Montreal. The men in these days were well known Scotsmen such as McKenzie, McBeth, Cameron. It was first named Fort William in [illegible]. In 1821 the Hudson Bay Company took over Fort William from the North West Company. The last Hudson Bay Co. factor was John McIntyre, a Scotch Presbyterian. There was no church in those days nor any religious service. The first record of any religious service was that of Rev. Dr. Tapp of Toronto who visited the Fort to hold service at the invitation of Mr. McIntyre between the years of 1858 and 1859 when three services were held in the store. All irrespective of creed or class attended and the ordinance of baptism was administered.

The first Protestant missionary to the Lake Superior District was Mr. Vincent of Knox College, who was sent in 1870 to conduct religious services with the troops that were passing through at the time of the Red River Rebellion. He held services at Fort William and Prince Arthur's Landing (now Port Arthur) and at other stations along the route of march. In the fall of 1870 Mr. McFarlane, who was tutor to the McIntyre boys, preached at Fort William and Prince Arthur's Landing and in the spring of 1871 Mr. Cockburn succeeded Mr. Vincent but soon left.

The Fort was dependent on anyone who came along to take up services. In 1873 Mr. McKeracher, a student, arrived and became an ordained missionary in Fort William. He built a lecture room at Prince Arthur's Landing and the First Presbyterian Church in Fort William. Peter McKellar was chairman of the committee that chose the site, and it was decided to build in West Fort, as the people in the east end had carriages and could drive. A large part of the congregation lived in West Fort, and most of the workers. The lumber was from the mill of Mr. Oliver, father of Dr. Oliver. Miss Jessie Oliver, sister of Dr. Oliver, sent up the windows from Toronto after she had returned from her summer holidays here. Oliver and Davidson also presented the site for the church. On the first board of management were A. and J. McKellar, F. C. Perry and Mr. Middleton, the Scotch engineer. The carpenter in charge of the construction of the church was the late Colin McDonald He was assisted by many of the adherents who gave willingly of their labours and means The late Andrew Crawford of Slate River, then in business in West Fort and his brother Neil gave great assistance in the building of the church

The first elders of the church were Dr Smellie and Mr Livingstone of Silver Islet They went all over the district whenever duty called them.

For a few years the church was served by missionaries. Then in 1881 it was considered strong enough to require the services of a minister for this field alone. For some time the Rev Mr McKay held the appointment being succeeded by the Rev J G Shearer who is known all over Canada for his Social Service work In 1885 Rev Robert Nairn, now retired at Kenora was appointed serving both east and west Fort William Following him came James Buchanan a Scottish minister who preached for a time living in Fort Arthur and walking to West Fort William Mr Buchanan was followed by Hugh Fraser in 1888 afterward known in China, Vancouver and Calgary Then followed Mr Whiting and he held the first service ever held in Slate River district The service was held in a poplar grove on the farm of the late A McGlashan.

Of late years there have been Rev Andrew Boyd 1904 and 1905, Rev John McCorkindale in 1906 1907 D A Macdonald, now of Korea, and John McEwan of Cartwright Manitoba. The Rev Robert Dewar of Scotland and India gave the longest service of any minister who served in West Fort William He is still a very faithful worker in Superior Presbytery Rev E W Rumley now of Morden was the last minister He resigned when union took place Rev D McIver was called from Winnipeg May 1926 to the united charge of First Church and Grace Methodist known as First United Church

(Information from the Church records and also from Messrs P McKellar and W S Piper and the Rev Robert Dewar)

DO YOU REMEMBER?

(The following articles ran in the Times-Journal from May 29, 1926 to November 20th, and are reprinted with the permission of the Editor.)

Do you remember when the corner of Syndicate and Victoria Avenues were known as Marks' corner? When the present premises of Wilson and Wilkes clothing store were occupied as a grocery store by the firm of Thomas Marks and Co. with Sam Jones, as manager? The building was enlarged and altered, became the Victoria Hotel and later the Imperial Bank.

When the corner of Simpson and Dease streets was the Hudson Bay crossing? The Hudson Bay had the largest store in town at this corner. It was a two storey white brick building and was destroyed by fire and was never rebuilt. One half of it was a wholesale and retail liquor store. We knew nothing of the O.T.A. in them days.

When the corner of Syndicate and Duncan Street was called Morton's crossing? The present house standing was erected and occupied by E. A. Morton, well known insurance agent, school trustee, alderman and candidate for mayor. He now resides at Windsor.

When the W. H. Whalen Company had a dry goods store in the old Victoria Block where the R. E. Walker Company now is? Billy Whalen used to advertise his location as on Victoria Avenue next door to the hole in the ground, referring to the fact that the excavation for the Murray Block had been completed and allowed to stand a year or so before the building was erected.

When the street cars from Port Arthur ran only to the boundary. The street railways originated in Port Arthur, when that city felt that its business and trade was slipping away to Fort William. At first this city prevented its entrance and a stage was run from the boundary to the Avenue Hotel by Mac Rochon.

When the present site of the Ogilvie mill was a saw mill, Graham, Horne and Company were lumbering in a large way at that time and their mills and yards covered all that section over to Syndicate Avenue. There was a big refuse burner opposite the present site of the Children's Shelter.

When the lacrosse grounds were on the east side of Simpson Street? The only building was the present Garry hardware store which was then the Times-Journal office and the lacrosse grounds extended down to Bethune street. Among the players were Clarence Jackson, Fred Fair, Jimmy O'Hagan, Bob Manion, Joe L'Esperance.

When the C.P.R. Hotel was the leading hotel? This was a large stone and brick structure on Hardisty street, a little below the present yard office, which was then the passenger station. The hotel was run in real first class C.P.R. style for some years. Afterward it became a boarding house for railway laborers and was finally torn down about five years ago.

When Fort William drank river water?

The original water supply system of Fort William consisted of Ben Mercer and his outfit of pails and barrels. He drew the water from the river at the site of the present subway dock and peddled it to his customers all over town. The water barrel was at that time a very important and necessary piece of kitchen furniture. Ben was later succeeded by Jimmy Davidson, who was put out of business by the city water works with a pumping station a short distance above elevator D and still using Kam water. As engineers at the pumping station, which was combined with the electric light plant, were John McRae and Jack Adams. Some time before the water works were started the city in its search for good water had bored a well over three hundred feet deep near the city hall on Brodie Street. A splendid supply of excellent water was obtained and the town pump soon became the magnet that attracted hundreds of citizens with all kinds of vessels for carrying the precious fluid. After the establishment of the water mains the well was deserted, the pump removed and the site forgotten. It was not many years before the pump regained its old time prestige and popularity. As a result of drinking Kam water the town was visited with a terrible scourge of typhoid fever. The old well was relocated, the pump re-established and again Brodie Street became the Mecca of all who thirsted for the life giving fluid. Again the water peddler was seen in the land, but the time he brought to the fever stricken homes good pure water from the old well, this time pumped by a modern gasoline engine. It is not too much to say that the city pump was the best friend the citizens of Fort William had in their greatest need, and this article is just to remind old timers of that fact and to ask them to take a drink of good Loch Lomond at the City Hall drinking fountain which is the site of the old pump.

Do you remember when Bill Armstrong was not postmaster? When John McKellar was reeve and mayor through force of habit? When Allan McDougall was police magistrate with his office at Westfort? When the police station was at

Westfort with Dick McNab as jailer? When Jim Conmee was member for West Algoma and his constituency included the Manitoulin Islands, and extended to the Manitoba boundary? When Jim Tonkin was street commissioner? When Archie Campbell was chief and only police? When there were dog races on Victoria Avenue? When the post office was in the rear of Hank Austin's building at the corner of May and Victoria? When W. J. Ross was C.P.R. Superintendent of buildings and bridges, and when he built old Elevator B? When Sam Young was a C.P.R. conductor? When Jim Murphy was C.P.R. coal dock foreman? When the C.P.R. paid from the pay car and we never knew just when the pay car would arrive? When the freight shed and elevator employees were paid 15 cents an hour? When Al Sellers brought the first automobile to Fort William? When Hugh Piper was chief of the volunteer fire brigade? Doc Baker? Hanover Appel? Joe Buffalo?

Do you remember when the Central School was on the corner of Victoria and May?

The first public school was at Westfort, and the first school at the east end was situated on the present site of the Bank of Montreal. The school house itself was some little distance back from the street, but the school grounds took in the whole corner. The present building was erected by W. J. Ross and originally occupied by the Commercial Bank of Manitoba. This was the first chartered bank to have a branch in Fort William, though the private banking firm of Ray, Street and Co. preceded them. The school building was moved to North May Street and was brick veneered. It is the building standing back from the street between the post office and the Times Journal.

The Bee Hive store in Westfort? This was a general store conducted by King and Peltier, and was the first venture of John King into commerce. Mr. King had been a C.P.R. employee from the very early days of the railway, and his Bee Hive developed into Fort William's largest retail store. He built the Roy Block, and here the John King Company built up a wholesale business which was sold to the Cameron Heap Company.

The floating grain dryer? The spring of 1912 saw a very large amount of tough and damp grain in the elevators and cars. The situation was particularly serious, as there were only one or two small dryers in operation at that time. The C.P.R. secured the Steamer Helena from Chicago. She was fitted up specially for the drying of grain in large quantities. This floating dryer was placed at Elevator B and was the means of saving a vast amount of grain.

Do you remember when the street railway was a single track road?

We have to-day a street railway that is up to date and which gives a splendid service but it was not always thus. Originally there was only a single track and for a long time only three cars. There were sidings at several points in order that the cars might pass and it was a common thing to have a long wait at one of these sidings for a car that was behind time.

The Fort William end of the track was at the corner of Frederica and Edward Streets and the Port Arthur terminal at the old C.P.R. depot which was near the present site of the car barns. The cars were operated from either end and instead of turning the car the trolley was reversed and the motorman went to the opposite end of the car. The seats ran lengthwise and the car was heated by a small coal stove placed in the middle of one of the seats. One might be warm enough if fortunate enough to get a seat near the fire. The cars were named instead of numbered and one recollects such names as Kakabeka, Kaministiquia and Kaphatongwe. There was one time when the generator burnt out and the road was without power for about a week. The cars only came to the boundary at that time and they were pulled over the road by horses. Originally the road was operated and owned entirely by Port Arthur and Tom McCauley was manager.

Do you remember the Prince Arthur's Landing and Kaministiquia Railroad? Here is a piece of history known to very few of our citizens, but which is well worth remembering.

Originally Port Arthur was known as Prince Arthur's Landing and was the centre of the entire north shore district. The C.P.R. was being built by the government. The Winnipeg section was under construction, with the proposed terminus at West Fort William. This naturally was most disappointing to the people at the Landing and when they found that no influence or pressure could bring the railway to them they resolved that they would go to the railway. The leading men at that time was Tom Marks. He was the promoter, the enterprise in the country. He, with the brains, and the financial aid of nearly everyone of his associates, organised the Prince Arthur and Kaministiquia Railway and built the road from West Fort William to Port Arthur (from the Town Plot to the Landing). They had as rolling stock, one engine and no cars. The company itself never operated their railway. Operation was first carried on by the construction contractors who turned it over to the government and it eventually became C.P.R. The latter afterward abandoned the railway for their own line. The abandoned grade was utilized by the P.D. & W. who in turn gave it up to the C.N.R. The present C.N.R. direct line from Westfort to the old roundhouse in Port Arthur is the original line and the oldest piece of railroad in Port Arthur.

It was a mighty big enterprise in 1875 for such a small community to construct that piece of railway, but the people refused to see their town ignored, and with a leader like they had there was nothing impossible. The municipality of Shuniah sold debentures and gave the road a bonus of $35,000.00, bonds were issued by the company, but the main financing was done by Thos. Marks, himself the president of the company. On taking over the road, the government paid the company $14,000.00. The road itself was a dead loss to the company, but the profit was in the benefit to the business interests and the making of the Landing a railway point.

Do you remember the old time picnics? The popular picnic spot for years was Kaministiquia. This was probably because it was the most available, for you must remember there were no autos then, the street car reached no park, and there was only one railroad. The great annual picnic was that of the C.P.R. employees, and this has a very direct connection with present day conditions, for it was by these events that the C.P.R. employees financed their library which was the origin and nucleus of our present splendid public library.

When the C.P.R. employees, or some other organization held a picnic, the town was deserted for the day. A long train of coaches left in the morning loaded to capacity with a happy crowd, Pa and Ma and the children not forgetting the baskets. There was always dancing, and a good program of sports including a lacrosse game.

After the C.N.R. was constructed a new ground was made available at Stanley. That is, the railway brought you to the foot of the hill and then you had a climb. But who cared for a little thing like that? Many a hard lacrosse game was fought out at Stanley between Port Arthur and Fort William. Do you remember the one that ended in a general fight wherein the mother of a Port Arthur player took part with her umbrella? And also, do you remember the picnic at Welcome Island when the boat came away leaving George Hourigan over there?

Do you remember Jack Carney, for many years winchman at Elevator A, foreman of B and boss grain trimmer? Jack was a real pioneer among elevator men, coming here with M. Salters from the Northern Elevator, Toronto, in 1884. At that time there was only the original C.P.R. elevator at

Port Arthur. Then came elevator A, in Fort William and it was in this house that Jack held sway for so many years and it was here that he displayed his great qualities for handling men and handling grain. In both he showed an ability that has never yet been surpassed. There was about Jack Carney a quality of calm confidence and assurance that made him master of any situation no matter how difficult and there are at times, some strenuous situations around an elevator. Grain handling conditions have changed greatly in recent years but I believe that any of the present grain men who received their training under Jack Carney will agree that had he lived he would have kept right up with the changes and have been found a leader to-day, as he always was. Don't you remember that piercing whistle of his calling his gang? Can't you see him now splicing a shovel line or hauling in a string of cars? Jack was a big man and his heart was as big as his body.

Do you remember when the Ogilvie slid into the river? It was on May 26th, 1906, about five or six o'clock in the evening when the city was startled by the news that the Ogilvie elevator was sliding into the river. The movement continued until about midnight and daylight showed the steel tanks leaning over the river submerged for about fifteen feet of their height, and pulled away from their piles on the land side. The superstructure had slipped even further and the whole seemed in danger of going completely into the river at any moment. For the first few hours vessels refused to take the chance of passing. No further movement took place and the work of saving the grain was started. This was done by means of scows on the river side and cars on the rail side. The cars were unloaded at elevator D and the scows at different elevators. A very great part of the grain was wet. The foundation was the usual type of a concrete mattress on top of piles and the collapse was due to the piles nearest the river giving way. The original elevator was very much nearer to the river than the present one is, and consisted of steel tanks only. There have been two concrete additions since then. A peculiar feature in the construction was that instead of being rivetted in the usual way the plates of the tanks were all bolted together. This, of course, helped greatly in taking apart, and allowing the old plates to be used again with little damage.

Do you remember when "Doc" Hamilton ran against "Doc" Smellie for the local house? When there was a saw mill on the Kam River opposite elevator A? This mill was built and originally operated by Oliver, Davidson and Company. Mr. Oliver was the father of the late Dr. Oliver and also of H J Olives the C N grain agent In later years it was operated by Carpenter and Co Mr Carpenter afterward became sheriff of Rat Portage (Kenora) This was at one time a scene of great industry there was the mill and also the company store and boarding house and also other houses It would be difficult to find a vestige of this departed industry at the present time

Do you remember when Alex McNaughton was [illegible] city clerk and Bill Dodds was [illegible] chief of police? When Al Sellars Jim Whalen and Capt McAllister went out about half way to the Cape in Al's car over the ice to where the tug was breaking a way for the incoming boats

Do you remember the Indian Mission across the river from elevator D when the fur traders first reached the head of the lakes there came with them the missionary priest There was erected on the south bank of the Mission river just around the corner from the Kam a large wooden cross, and there it was to be seen for many years, until progress and economic change required the land

The whole area south of the Mission including Mount McKay was made an Indian reserve and the Indian village clustered around the missionary's headquarters, where the Kam seeks an outlet to Thunder Bay through the Mission river Little but the stone house now remains, but memory brings to one's mind a picture far more charming and idealistic than our eyes can now see The stone house is not really of the pioneer period but only dates back some thirty or thirty five years The original buildings, consisting of the priest's house and the church were of logs and were destroyed by fire The church was replaced by a neat frame building a little north of the stone house and just beyond it were the convent and the school house Between the church and the stone house was the cemetery and grouped around this centre was the Indian village of small white washed cottages. The whole was a happy quiet, peaceful scene The brothers at the Mission were wonderful farmers and were the pioneers in showing both Indian and white man the possibilities of the land All old timers will remember when Brother Jerome used to supply vegetables to the two towns The sisters conducted the first school at the head of the lakes and that school was attended by boys and girls who are now Fort William citizens For many years the priests, the sisters and the brothers, untiring in their energy spent their lives in the service of the Indians The end came to a long era of quiet content, when commerce in the shape of the G T P required the territory of the Mission The Indians divided into two bands, one settling at the foot of the Mountain the other going to Squaw Bay whither the church and the cemetery had been moved and where the Jesuit missionary still carries on God's work, while the stone house stands a monument to and a reminder of a historic past

Do you remember when Fort William collegiate students were obliged to travel to Port Arthur and later when the Fort William collegiate was opened in one room in Ogden school? When the Central school grounds were enclosed by a high board fence? When Mrs Sherk was teacher at Ogden? When Aleck Snelgrove had a general store on Victoria Avenue? When Magistrate O'Brien was a policeman and Magistrate Palling was carpenter and both good at their jobs? The first brick house in Fort William? It is the house still standing at the corner of Ford and Frederica streets It was erected by the late John Armstrong for many years keeper of the light at the mouth of the Kaministiquia river

Do you remember the first concrete building in Fort William? This was the Copp Foundry at the corner of Syndicate and Empire avenues It was built by the Copp Company who moved here from Hamilton and operated the plant in the manufacture of stoves It was turned into a munition plant during the war and was destroyed by fire in 1917

Do you remember when the C.P.R. station was at the foot of Bethune street, where the yard office now stands, and there were four hotels on Hardisty Street? The old station was burned to the ground a few years ago

Do you remember the Dominion elections of 1887? Fort William and Port Arthur were at that time in the constituency of Algoma This was no mere pocket riding It included everything between Lake Superior and Hudson Bay had the Manitoba boundary for its western limit, and on the east it included Sault Ste Marie and Manitoulin Islands There was neither C.N.R. nor G.T.P. and the C.P.R. had only started in the previous year running trains on the north shore There were no roads worth mentioning and the automobile was unheard of The election being in the winter time made snow shoeing and dog sledding popular with the election officers

Sir John Macdonald was the premier appealing to the electors for a new lease of power the Liberal forces were led by Edward Blake The candidates were both from Port Arthur S. J. Dawson sitting member was the Conservative candidate Mr Dawson was civil engineer and was the man who had laid out the route for the troops in the first Riel rebellion His name still remains attached to the Dawson road D. F. Burke was the Liberal candidate He had come to Prince Arthur's Landing as manager of the Ontario Bank became a contractor and was prominent in most of the enterprises of the early days. He was always interested in farming, was owner of the Port Arthur Herald and liked to be known as the "farmer editor."

The campaign was hotly contested. It was customary to hold joint meetings at which both candidates or their representatives appeared. This helped to arouse interest and was the occasion for many clever tricks. On one occasion the Burke forces were holding a meeting in West Fort William at which Dawson was invited to speak. Just as his turn came the announcement was made that the team was pulling out; all the Port Arthur people, including the Conservative speakers, went away without a chance to present their case.

The election for Algoma was held at a later date than in the rest of the Dominion and the general result was known before polling day here. Despite the fact that the Conservatives had a big majority, Dawson only squeezed in by a majority of 13. The election was protested but the protest was eventually dropped. D. F. Burke contested the next election but was defeated by George H. McDonnell.

Do you remember when Jimmie Rabideau kept a blacksmith shop and shoeing forge on South May Street and also drove a trotting horse? When Bobbie Hamilton had a dry goods store in the Keppy Block, and to the enjoyment of the whole community, sang Scotch songs at local concerts? When there was a co-operative grocery store in a frame building on Victoria Avenue where the Francis Block now stands? When there were five livery stables, where you could hire a horse and not one garage? When McLaurin and Dow conducted a grocery store in the building now occupied by offices of the Ogilvie Milling Company. The store was the lineal descendant of John McLaurin's trading post. Mr. McLaurin was among the very earliest of Fort William citizens and traded with the Indians long before there was any settlement here. His original headquarters were on the present site of D elevator.

Do you remember when George Brown sold meat? George W. Brown came from Collingwood nearly fifty years ago when Port Arthur was Prince Arthur's Landing, and established a meat market under the firm name of G. W. Brown and Co. He was successful from the first and, when the time was ripe, opened a branch in Fort William. Later he disposed of his retail business, and became manager for Gordon Ironside and Fares when they established the first wholesale meat house here. In former times Mr. Brown was very active in Port Arthur municipal politics. He served several terms as councillor and there remains in the memory one especially warm campaign for councillor in ward two. There were three to be elected and Mr. Brown was on the ticket which included

D. F. Burke and W. J. Bawlf as candidates. At that time there was a widely advertised patent medicine "B.B.B." and the Brown-Burke-Bawlf combination became known as Burdock Blood Bitters. George has quit the meat game, but is still going strong. He has so many good qualities that his friends are willing to forgive him his two failings. He saw his mistake in time and left Port Arthur. He has always voted Tory, but close observers say they see indications that if he is given sufficient time, he will correct this habit also, say in two or three hundred years.

Do you remember George Dulmage? One of the best and squarest sportsmen our city has ever known. He came here from the west about 1896 or 97, was employed in the C.P.R. freight sheds and played lacrosse and hockey until he died in 1911. Faithful and efficient in his work, he came to be John Fraser's right hand man in the freight sheds, but it was on the lacrosse field and on the ice that he won the hearts of all. Don't you remember some of those strenuous lacrosse games on the hill in Port Arthur, or on the old Simpson Street field where the Murphy block and the West Hotel now stand? The games, when George Dulmage, weighing only about 120 pounds, was never afraid to go in and rough it with the biggest of them? And he never failed to give a good account of himself. He was in his prime when the lacrosse club included such live players as Jimmy O'Hagan, Bill Lillie and Bob Manion. At first he played goal in the hockey team, but later became point player. He never wore the regulation hockey skate, but stuck to the old style of spring skate, a style that is now extinct. His last appearance on the ice was as official referee of the New Ontario Hockey League.

Do you remember the big grain shed of '88? It was built in the winter of 87 and 88 to take care of the bumper crop of 1887. Figures are not now available as to the amount of that crop, but it would be safe to say it would not look nearly so great now as it did then. It was, however, a real bumper crop. It filled up every inch of available space and taxed the C.P.R. to its limit. The storage at that time consisted of elevator A, one of a quarter million bushels, and the C.P.R. elevator at Port Arthur (Horne's) 350,000 bushels. To this was added the big grain shed, over half a million, all other warehouses that could be made to serve, and the cars in the yards. There was probably the vast total of two and a half million bushels in store here at the opening of navigation. The big shed was 500 feet long and 125 feet wide. The timber sills were laid on blocks placed on the frozen ground. Joists were set upon these timbers, and floor laid, the sides run up, and about every sixteen feet a partition was run across the building. This made a bin about 16 feet wide and 125 feet long. On each side of the shed a track was laid and from the cars on this track the grain was unloaded with barrow and pushcarts. It was dumped on the floor and runways made to pile it as high as possible. The building and filling of that shed went on at the same time and the grain men were right on the heels of the carpenters the whole time filling a compartment as one was ready. In the following spring the grain was reloaded into cars and put through elevator A. The site of the shed was opposite elevators A and E. The shed was used for one season only. During the construction of elevator B the following summer part of the shed was used as a boarding camp.

W. J. Rose, present hydro commissioner, was C. P. R. superintendent of bridges and buildings at that time and the construction was carried on by his department under the supervision of J. W. Robertson. A notable arrival at that time was a young lad from Ireland called Jack Flannegan who has stayed with us ever since.

Do you remember M. Sellars? He was the pioneer of the elevator and grain trade in Port Arthur and Fort William. He was the "Old Man" to all those who were connected with the elevators, and his memory is still held dear in the minds of the old guard as a man of abrupt speech and a rough way about him behind which was hidden a heart of gold and a warm and kindly personality. Mr. Sellars came to Port Arthur from the Northern elevator in Toronto in 1884 to take charge for the C. P. R. of the first elevator at the head of the lakes and he remained for twenty years watching that system grow until it included elevators A, B, C, D and E. He then resigned his position with the C. P. R. and established the grain firm of M. Sellars and Son. In those early days naturally there did not exist the present elaborate system in connection with grain handling. The Old Man was, in his own person, elevator superintendent, grain inspector, shippers' agent and vessel agent. His word was supreme, his edict final, and all parties knew that with the Old Man they would get a square deal. Originally he lived in Port Arthur going back and forth by hand car, for that was before the day of street cars. Later he built a home on Dease street, where he lived out his life. His grounds adjoined those of St. Luke's Church and he was at home in either place. Outside of his church he did not take an active part in civic affairs. The Old Man was father of not only a wonderful elevator system but also of a family of elevator men. More strictly speaking it is a race rather than a family of grain men that he founded, for they are now in the third generation and going strong.

Do you remember when the electric light came to the head of the lakes? It seems now as if we had always been in the habit of securing light by the mere turning of a switch but it is really not so long since coal oil lamps were the vogue in every house. And remember how all those lamps had to be trimmed and filled every day, what a task it was to clean and polish the chimneys?

Poor as was this light, there will remain in the memory of some the year when the supply of coal oil was totally exhausted before the arrival of the first boat, and we had to depend on candles. That was the time when the memory of the coal oil lamps was as of the noon-day sun. The first electric light was supplied to Port Arthur by the P. A. Lumber Company, who had a generator in their saw mill which was located near the present C.N.R. elevator. This served until the city built the first section of the street railway and put in a steam plant at Current river about 1890. The street cars and lights were run off the same generator, with the result that every light in the city was affected by the running of the cars. All stops and starts of each of the two cars on the road were duly registered in every house in town, and with a little practice it was quite simple to locate each car at any particular time.

Fort William's first electric light was supplied by Engineers John McRae and John Adams from the old power house and pumping station located near the foot of Frederica Street.

While Port Arthur had the first electric lights, Fort William led the way in street lighting, having good arc lights, while Port Arthur was still satisfied with the incandescent lamps.

Do you remember Mac Rochon, who built the Avenue Hotel and conducted it for so many years, and whose slogan was, "If business interferes with curling cut out business." Dan Whalen who was one of the very earliest barbers whose shop was in West Fort and Tom Dunbar whose shop was on Victoria Avenue? Neither barber shop was cluttered up with a lot of women. Do you remember Harry Peacock in his tailor shop on Victoria Avenue and "Doc" Coleman chief clerk to the superintendent, who is now D. C. Coleman, general manager of the C.P.R. western lines? Joe Oakley who kept a grocery store on South May, a city alderman, who was drowned on a fishing expedition? Hugh Fawcett. He came here at the time of building old elevator B and remained for several years as B. & B. master and was transferred to Kenora. Isaac Byran who died a few years ago over eighty years of age and who was employed so many years in the C.P.R. sheds?

J Madison Hicks the socialist orator who used to conduct outdoor meetings on the vacant lots on north Brodie? W Western, the original stationer and book seller on Victoria Avenue where the Kelly block now stands? The firm of Morton and Adcock who were the live realtors twenty odd years ago? Charlie Bliss who was a C.P.R. trainman and switchman before he went back to the land, and made a big success at farming in Slate River?

THE LOST MINE OF SILVER ISLET

BY RICHARD A. HASTE

(From the Dearborn Independent, through the courtesy of the editor.)

In the vicinity of Lake Superior is the height of land, the great ridge pole of the roof of the continent. This region has always been a land of mystery. Here are laid the scenes of many beautiful Indian legends. The rock girt shores of the lake were the favorite walks of the Great Spirit. Here, according to the Indians, the maker of the world hid his treasures and gave them into the keeping of Missibizi, god of the sea. To this treasure land, long ago, came strange people from the south, the mound builders and the Aztecs, for copper. To this "shining big sea water" came also in a later day those men of iron whose deeds make up the story of the Great Lone Land, a story that has never been fully told. It is with one of the hidden treasures of this lake that this story has to deal.

You who have been so fortunate as to take that most delightful of all summer journeys, the lake trip from Owen Sound or Sarnia to Port Arthur, doubtless remember Thunder Cape, that bold promontory that guards the entrance to the twin harbours of Fort William and Port Arthur. No doubt your attention was called to Isle Royale lying to your left as you approached the Cape, and you learned perhaps some of its interesting history. Perhaps too, if it were a clear day, the captain gave you his binocular and directed your eyes to a low lying island near the North shore not far from the base of Thunder Cape, a little island that seemed not so large as your hand, on which stand queer shaped buildings, now partially wrecked and rapidly going to decay, but this you will not notice even with the glass. Silver Islet it is called.

Perhaps the captain told you of the lost mine beneath the lake, of the shafts and levels that honeycomb the rock more than a thousand feet below the level of the water, of the tons and tons of silver that lay in sight when the cold waters of the lake "jumped the claim" and took possession of all save the upper works. It may be that you were told also by the natives of Port Arthur of the dull shocks that are frequently felt, accompanied by low rumbling thunder though the sky is clear—the ghosts of imprisoned miners blasting for silver beneath the sea.

It was, I think, in the year 1868 that a small party of miners prospecting for copper at the base of Thunder Cape while surveying their claims chanced to land on a barren rock about a mile from shore to plant observation stakes. This rock was about sixty feet across, and not more than four feet above the level of the lake. It resembled the dome of a human skull just rising out of the water.

Across this Skull Rock as it was then called ran a vein of galena in which a few strokes of the pick revealed the presence of silver. A half dozen powder blasts were sufficient to detach all the ore bearing rock above the water line, but the vein was traceable some distance into the lake, where, through the clear water, large nuggets of silver were visible. These were dislodged with crowbars, the men working up to their necks in the ice cold water. The game, however, was worth the candle, for the ore thus taken out, sacked and shipped to Montreal, assayed seven thousand dollars a ton pure silver.

The location was owned by the Montreal Mining Company, Limited, a company of conservative capitalists. In a way luck had favored them, for here within their grasp was one of the fabled treasures of the lake. As far as human laws were concerned it belonged to them. But—and it was a big but—the Great Spirit had placed it within the keeping of the sea. For three hundred miles to the east there is nothing to break the great sweep of the wind. And when at the call of the storm the legions of the deep came forth, the little treasure island disappears—utterly lost in the spume and froth of the breakers. Where was the man or company of men who would presume to defy these giant powers and remove this jewel from its setting!

The men composing the Montreal Mining Company were conservative. They were willing and ready in the pursuit of wealth to raze hills and tunnel mountains; they were ready to sink shafts through the solid rock until they could feel the earth's internal fire. In such cases the opposition to be encountered could be measured and provided for, but they shrank from measuring their strength against the unknown power of the wind and sea. Therefore they accepted an offer of $225,000.00 and transferred Silver Islet and a number of surrounding mining locations to an American syndicate headed by Alexander H. Sibley, of New York.

Here begins the active history of one of the world's most famous mines, a history more dramatic in its details than novelist ever conceived.

It seems that when an unusual task is to be performed, when a Man is wanted, the time and necessity with unerring instinct bring him forth. Here was a Herculean task, and the first throw of the dice turned up the man, a modest mining engineer, William B. Frue.

There is something strongly feline about Lake Superior; it is so lithe and soft and caressing. In August and September and often later, it is usually in a peculiarly gentle mood. Like a great tiger it stretches itself in the warm sun and purrs and sleeps. It is so beautiful and seems so harmless, yet beneath this calm and gentleness you can see the giant muscles swell as the great cat extends and contracts its claws in pure enjoyment of its latent power.

On one of these perfect days, September 1, 1870, Superintendent Frue, with machinery, supplies, a crew of thirty men and a great raft of timber arrived at Silver Islet. There was not a ripple on the surface of the water. The basaltic ledges of Thunder Cape, even to the features of the Sleeping Giant, were duplicated in the water below. But Superintendent Frue knew the lake, he knew its moods. This one might last a day, a week, perhaps a month, but not much longer at any rate, and then——

There was the Skull Rock, a mere foothold, a tiny island into which the shaft must be sunk down into the bowels of the earth, while around it broke the angry waters of this "brother of the sea." To sink that shaft and guard it against the fury of the Lake was Superintendent Frue's task.

It was finally decided to encircle the Island with a crib of timber filled with rock to break the force of the waves, while a stone and cement coffer dam was to furnish protection for the immediate mouth of the shaft. With feverish haste the work was pushed ahead; eighteen hours was a day's work. If only the cribbing could be got into place before the autumn storms began, all might be well. One week, two weeks, a month passed and still the Great Lake slept, unconscious or in contempt of the puny efforts of the human ants on Silver Islet. Day after day the sun rose as out of a mirror and sank unclouded behind the shoulders of the Sleeping Giant. Five weeks, the cribbing was done, the shaft was being sunk, and every day the precious metal was coming to the surface. Six weeks, seven weeks! The human ants were beginning to feel secure in their new abode. Then came the 26th of October.

It was three o'clock in the afternoon when the wind began to blow strong from the north-east. In half an hour the Lake right to the horizon line was white with foam. "It's coming at last," said Frue, "but we are here first and I think we can stay." When the second shift quit work at six o'clock the waves were leaping the east breakwater, deluging the men outside the coffer dam. From the rocky shore of Thunder Cape came the boom of the surf like a rolling cannonade. The little plunging tug had just arrived with the third shift wet to the skin. The cribbing on the windward side was already trembling with the impact of the waves. Stubbornly to remain would be useless and might be suicide. It was the first trial of strength, and the result to the mind of the superintendent was at least doubtful. Orders were therefore given to all hands to go ashore. There was little sleep for Superintendent Frue that night. He had secured first innings, he had been given fair play, he had made the utmost score; now the sea was taking a hand in the game. All night he walked the beach and listened, guessing as best he could the progress of the battle. How the breakers roared, how the wind howled and shrieked as wave after wave came home!

Before sunset the wind had died down, and by ten o'clock the sea had subsided to a sullen underswell. Frue promptly set out to the scene of the conflict, and his heart sank at what he saw. Two hundred feet of the breakwater had been carried away, the cofferdam was a partial wreck, and as if in rebuke the storm had filled the shaft to the brim with the rock of the cribbing.

The Company had agreed to give Frue a bonus of $25,000.00 in addition to his salary, on condition that before September 1, 1871, the first year of operation, he mined and shipped ore to the value of $250,000.00, an amount to cover the original purchase price and the bonus. On the morning of October 27 that bonus appeared to Frue as distant as the moon. But under the apparently crushing defeat he lost neither his heart nor his head. He had learned something from the storm. He had learned something of the game as it was to be played by his antagonist.

All hands were put to work, the cribbing was rebuilt and strengthened, the cofferdam was restored and the debris removed from the shaft. The sea remained quiet. Mining was resumed, and by the last day of November, when navigation closed, the plucky superintendent had the satisfaction of knowing that $100,000.00 worth of silver ore had been shipped down the lake to Montreal. Hardly had the vessel with the last shipment got away when the mercury dropped to ten below zero. The Lake froze heavily in places, and then from the southeast came another storm.

It was a flank attack and this time the sea, as if maddened by the persistence of the invaders, brought up its artillery and hurled tons upon tons of ice against the cribbing which crumbled like an eggshell before the tremendous onslaught. But this awful battering defeated its own purpose; the accumulation of ice soon formed a breakwater against which the waves beat out their fury. For three days and nights the storm raged, then the sea smoothed out again and Frue took

stock of the mine. The cofferdam remained but most of the cribbing was gone. The foreman after looking over the wreck remarked "You cannot make anything stop here"; but Frue thought differently.

Nature is the greatest of engineers, and he who would oppose her must adopt her plans and be ever ready to profit by a hint. The ice gorge gave Frue the key to the situation. Taking advantage of the winter and the ice he threw out a breakwater facing the southeast. The structure had a base of twenty five feet, rose twenty feet above the surface of the water and was backed by cribbing filled with the debris from the mine. Work was prosecuted both underground and on the defenses with little interruption until March 8th. Then the Lake gathered its forces for what seemed not only another assault but the commencement of a campaign of annihilation. Masses of ice as large as the Islet itself were hurled against the growing fortifications which were soon driven bodily up the incline towards the centre of the Island. Wave after wave leaped the breakwaters and it seemed that the lake would at last succeed in regaining the whole of the lost territory and in driving the invaders permanently from the ground. Storm succeeded storm during the entire month, each assault more terrific than the last. There was no rest for the miners day or night. Every interval of calm was employed in repairing the breaks and in strengthening the weak places. At last apparently defeated the great lake withdrew its forces and the superintendent for the first time saw in his mind's eye the $25,000.00 bonus and it was not far off. At the close of the first year the cleanup showed a gross output of nearly one million dollars. The bonus was immediately paid. There seemed to be no longer any danger from the storms. From all appearances the lake had given up the contest, abandoned the treasure to the spoilers who during the next two years took out another million in silver.

Silver Islet had become one of the wonder mines of the world. The little island, the bare Skull Rock, had grown in the meantime to ten times its original size. It extended to the outer breakwaters and supported not only the upper works of the mine, but machine shops, storehouses, and permanent quarters for certain employees of the mine. From the eastern angle rose a lighthouse, while on the lee side were built great docks and breakwaters for the protection of the new important shipping. On the shore a town had sprung up, a town with churches and a schoolhouse, great reducing works, clubrooms for the miners and neat cottages for the families of five hundred workmen.

Frue was the magician who had wrought the change. He had found a barren rock a mile from the shore of a howling wilderness, and in three years had made it the center of one of the most important enterprises on the continent. The treasure he sought was guarded by the most powerful and treacherous of natural foes, but he met every emergency and at the end of three years was the apparent conqueror. But Nature never gives up a battle.

Ages ago, as if in sentient anticipation of what was to come, the lake had run a countermine underneath the Island. The main shaft had reached the depth of 200 feet when this countermine was struck. The imprisoned waters, under the enormous pressure, leaped forth fiercely, driving the miners from level to level. Despite the work of a four inch pump the water rose at the rate of ten feet an hour. Another six inch pump was installed, but the two working day and night could barely keep the waters below the fifth level. An order was dispatched for a pump with a twelve inch plunger, but before it could arrive the lake made one more effort to demolish the upper works. A double attack from above and below seemed to have been planned. All previous storms were dwarfed; they were mere zephyrs, compared with the hurricane that now swept down from the north east. A breach was at once made in the breakwater and sixty feet of the structure carried away. Before the damage could be repaired another assault carried away 360 feet of the cribbing with the blacksmith shop and 5,000 tons of rock. So violent was the wind that refuse rock flew about the island like hailstones. Fortunately the machinery remained intact and the pumps were kept going. At last the storm died away, the mammoth pump arrived and slowly the waters in the mine were put under control. It was a well planned attack and the defenders won by a margin so small that an accident, however slight, would have turned the scale.

It was soon after this that Superintendent Frue left the employ of the company and disappeared from its history. The fortunes of this remarkable mine for the next ten years need not be recounted. It differs but little from the history of other mines. Deeper and deeper drove the shafts, and wider and wider extended the stopes and levels. In constant fear of the sea and wind above, the work went on. Some years the output ran into hundreds of thousands. Then again it would hardly pay expenses. At last there came a year when the output came short of the operating expenses. The indications were as good as ever, but somehow the ore in hand did not seem to pan out well. The stockholders were called upon to make up a deficit. There was grumbling and dissension. Rich ore to the value of half a million dollars was visible in the roof of the first level, but its removal had hitherto been regarded as dangerous. Now, however, plans were decided upon to put in a false roof and remove this lode.

The main shaft had now reached a depth of 1300 feet below the lake level. Gigantic pumps driven by powerful engines were kept busy holding back the insidious sea. Storms might come and wreck the upper works, but storms subside and the ravages of the sea can be repaired, but this eternal assault from beneath could be resisted only by tireless energy that never slumbered. Let the throbbing engines cease their work, let the pumps but stop for a day and the battle of years would be lost.

It was November, 1884, and the coal was running low. Only a few hundred tons remained in the sheds on the Island and the hungry furnaces would soon devour that. But more was expected any day—the winter's supply had already left the Lower Lakes, it should be somewhere on Lake Superior now. Day followed day—it did not come. It was getting late and navigation might close at any time. Work went on as usual; some slight accident had delayed the steamer. The coal was sure to come, the miners told each other. Day and night was heard the monotonous thud, thud, of the pumps, but all the time the coal was getting lower—lower and the sea was waiting, waiting.

It was an anxious Christmas for the folk of Silver Islet that Christmas of 1884. There was hoping against hope for the arrival of the looked for steamer. What if it should not come? Could it come now? The cold was intense and already the ice had formed six inches thick in the bays and the ice field was creeping out into the Lake, from which rose like steam from a mighty caldron huge banks of nebulous clouds.

The New Year came, January 1, 1885, and no coal. But instead there came a dog team from Duluth bearing the bitter news that a drunken captain with a cargo of a thousand tons of coal for Silver Islet had allowed his vessel to be frozen in the ice at Houghton. The furnaces were put on half rations in the vain hope that something might happen to bring relief. But at last came a day when the fires went out, and the exultant sea reclaimed its own.

Thirty seven years have passed since that fatal day, a generation has come and gone, but no attempt has been made to fight back the sea and reopen the mine. The Island and the village that once stretched for a mile along the shore are abandoned and desolate. The great engines and hoisting houses on the island are rusting where they stood. The light house has long since disappeared. The docks and breakwaters are rotting. They are at peace with the sea which in contempt has given them over to the slow torture of time. Down in the shafts and galleries where men once worked, fishes stare with unblinking eyes at the slimy walls. On the mainland the great reducing plant with its batteries of stamp and vanners is rapidly going to decay. Grass and briers grow in the abandoned street and at night hedgehogs hold high revel in the silent church and owls hoot from the rickety tower.

Why has this mine with all its possible wealth of silver ore been left in the possession of the sea? I know not. The old caretaker once told me strange stories of strange doings. He told me that sometimes when the air is full of light, when the wind sleeps and the placid sea reflects the great blue bowl of heaven, the surface of the Lake will suddenly heave in long, low swells and then smooth out again. Then, as from the depths of the earth, came low rumbling sounds, muffled and indistinct, like a far off cannonade. He told me, too, that at night, when the storm comes from the east and the air is filled with blinding wrack, ghostly lights flit about the treasure island, and in the lulls of the wind you can distinctly hear the rumbling of a hoisting cable and the rhythmic pulsations of a ghostly engine.

I fear that years of almost uninterrupted solitude may have warped his imagination. Be that as it may, the fact remains that this silver fleece is still guarded by a dragon that never sleeps, the omniscient power of the sea.

CANADIAN PACIFIC RAILWAY CONSTRUCTION IN 1875 AT FORT WILLIAM

BY JOHN KING

Contract No. 1, dated October 17, 1874, was made with Sifton, Glass and Fleming for the construction of a telegraph line between Fort Garry and Fort Pelly. Contract No. 2, dated October 30, 1874, was made with Richard Fuller for the construction of a line between Fort Pelly and Edmonton. Contract No. 3, dated November 10, 1874, was made with F. J. Barnard. The contract called for the construction of a line between Fort Edmonton and Cache Creek. Contract No. 4, dated February 9, 1875, with Oliver, Davidson and Brown, provided for construction of the remaining line from Prince Arthur's Landing to the Red River.

To connect the Canadian Railways with the North-west an Order in Council dated November 4, 1874, advised a Subsidy of $12,000 per mile for an extension of the Canada Central Railway from Douglas westward to the Eastern end of the branch, the railway proposed to be built from Georgian Bay by the Government, being about one hundred and twenty miles.

Contract No. 13, dated April 3, 1875, was made with Sifton and Ward, for the construction of a railroad from Fort William to Lake Shebandowan, a distance of forty-five miles. Lake Shebandowan as terminus was changed to Sunshine Creek, 32½ miles, and completed in 1876. Contract No. 14 of the same date was made with the same firm for the construction of a road from Selkirk to Cross Lake, 77 miles, which was not completed until 1880. Contract No. 15, dated January 9, 1877, with Joseph Whitehead, for the grading of a line from Keewatin to Selkirk, 112 miles, was finally made.

In order to make available the water stretches between Lake Superior and Red River, work was commenced on the Fort Frances Canal in Rainy River District in 1875. It was planned to make available 200 miles of navigable water between Kettle Falls and Rat Portage for steamboats of moderate draught. After an expenditure of $200,000 the work was abandoned. Reports appeared as the progress of surveys made possible definite decisions as to location. The choice of Yellowhead Pass gave a definite objective for a line from Lake Superior. The report of the surveys of 1877 located a satisfactory line from the standpoint of the various factors affecting the success of the road from Lake Superior to Tete Jaune Cache. In 1878 Burrard Inlet was recommended as a terminus and adopted by an Order-in-Council of July 13, 1879. To complete the connections with Georgian Bay, Contract No.

12, dated February 27, 1875, was made with Hon. A. B. Foster for the construction of a road to the mouth of the French River, 85 miles. The contractor proposed the improvement of the navigability of the French River to a distance of 26 miles from its mouth, making the terminus at that point. The contract was cancelled, an additional survey was made and Contract 37, dated August 22, 1878, with Heney, Charlebois and Flood, for the construction between Nipissingan Post and the Head of Navigation on French River was agreed upon. This was cancelled on July 26, 1879, and given up uncompleted in 1880. Contract No. 25, dated June 7, 1876, with Purcell and Ryan for the grading between Sunshine Creek and English River, 80 miles, and for track laying between Fort William and English River, was not completed in 1880 after an expenditure of $1,346,000. Contract No. 42, section A, dated March 7, 1879, with Marks and Conmee for the construction between English River and Eagle River, 118 miles, and section B, dated March 20, 1879, with Fraser, Grant and Pitblado, for the construction between Eagle River and Keewatin, 67 miles, called for completion in 1882.

In the summer of 1879 Conmee and Marks had the contract to build the roadbed to Eagle River. J. S. Hamilton, Peter Roy and myself were in charge of building the road and hauling the supplies for the construction of that contract.

Many incidents occurred during the building of this road which meandered through mountains, valleys and swamps. I remember a corduroy or pole road that was built over Brooster Swamp about half a mile long. These poles were cut in the woods and carried on our shoulders to cover this swamp where the supply was to go over. Another very interesting incident was the five carloads of glycerine we took on the train from Port Arthur to Riley Siding. The engineer was J. Costello, the fireman Jack McCartney and myself in charge of the train. Bob Craig, who was conductor, followed at about a distance of five or ten miles, for should anything happen he could find the pieces where the explosion took place. The man who really was in charge of this glycerine shipment was George MacDonald, M.P. We left Port Arthur about 10 a.m. the first day and went as far as Savanne, where we spent the night. The second day we left at 6 a.m. and went to Riley Siding where we left the five cars. This glycerine was hauled from Gull River to Section B under contractors Fraser, Grant and Pitblado. It was to be used in blasting the rocks in Section B. The bonus they gave me to take the five cars of glycerine was $50.00. You can imagine what risk I was taking for this amount. The only time I was afraid was when I took out the pins to uncouple the cars from the engine I said to the engineer "Please go slow when you pass these cars." Then I said, "Good night!"

This tote road was the only trail made while building the C.P.R. to the west.

The end of the road for this section was built as far as Eagle River.

Contract No. 16, dated June 10, 1878, with the Canada Central Railway, provided for a change in the earlier subsidy between Pembroke and Nipissing, giving a total subsidy of $1,447,000. Reliance of the Government on advice of the engineers in location of the line was a cause for considerable trouble with settlements, and of considerable embarrassment. A petition was presented on April 17, 1873, urging the advantages of Prince Arthur's Landing as a Canadian Pacific junction with Lake Superior. The choice of Fort William was made the occasion for another petition on February 26, 1875.

Charges were made that the Government was in league with land speculators, and a Committee of the Senate did reveal the fact that extravagant prices had been paid. The Neebing Hotel, worth $3,000, was sold to the Government for $5,029. Land purchased at $5.00 an acre was sold at $500.00. One valuator of the Government was also a member of the Land Speculation Company. The Government took steps to prevent speculation, but only after the mischief was done.

A further protest of Port Arthur, on March 19, 1878, led the chief engineer to insist that the shortest route was desirable and a six mile extension was unjustifiable.

You will note the cost of the Neebing Hotel, $3,000 and sold for $5,000. The hotel today could not be built for less than $20,000, because it was well constructed and a big building. You will also note that land was expensive, although if we are comparing it with prices of today, it was cheap even at that price. There must have been a few grafters at that time but I believe we have not improved any in that respect at the present time. The politicians had to make some fuss to make political capital, but I believe at that time we had better politicians than we have now. I also believe they were more sincere than they are today, because they were not asking as much. They were satisfied with a smaller amount. Today they are making millions and we call them "smart fellows". The Prime Minister then was getting $5,000 a year, but an ordinary Commissioner appointed by the Government today gets from $10,000 to $20,000 a year. It goes to show that the people do not bother as much about the amount of taxes they pay. Then they were far more careful as to how they imposed taxes on the tax payers.

THE CONSTRUCTION OF THE C. P. R. LAKE AND RAIL IN 1878 AT THE FRENCH RIVER

I was working on the cutting of the right-of-way, and there was also eight miles of steel laid there. A general election took place in that year when Sir John A. Macdonald came into power, and he abandoned the construction of the Lake and Rail and closed all work. I had been working for three weeks and received the amount of $8.00. We were working for $1.25 a day. I left the French River and took the steamer "Waubuno" to Collingwood, then took the steamer "Frances Smith" from Collingwood to Prince Arthur's Landing, and went to work on the C.P.R. construction there.

The change of policy of the Government in 1880 and the inadequacy of the engineering staffs, were evident in other directions. The terminus at Fort William was expensively and inadvantageously situated. Reports and minutes of evidence taken were put before the Select Committee of the Senate appointed to inquire into and report upon the purchases of lands at Fort William for a terminus for the Canadian Pacific Railway. On the advice of the Engineer-in-Chief large quantities of rails were purchased in 1875. Later the prices fell and in addition a great deal of waste was caused by oxidation. The difficulties were enhanced by an almost undue reliance of the Government on expert advice. A change of policy decided upon by the engineers for permanent construction on Contract No. 15 was carried out in spite of the Government's determination not to do it. The Premier against his better judgment accepted the choice of the Engineer-in-Chief of the terminus at Fort William. This reliance of the Government on advice of engineers, the inadequacy of the advice and the inexperience of the Government itself occasioned considerable difficulty with tenders and contractors.

The Governor-General, the Marquis of Lorne, in 1881 came through Port Arthur and Fort William to Wabigoon, and from there went by water to Section A west of Eagle River, where he took the train to Winnipeg. The train that took him from Port Arthur was made up of a caboose, box car and two decorated flat cars with seats of planks. On our way west we had dinner between Bonner and Flacon at Twin Lake. Lunch was spread on the grass and each one helped himself. The crew in charge of the train were J. Costello, engineer; Jack McCartney, fireman; Bob Craig, conductor, and myself as brakeman. We went right through to Wabigoon on the same day It was a beautiful day The Governor-General wore a grey suit with a large brimmed grey linen hat or better known as a "turtle hat" He was a very young man and very hospitable toward us He was going through to the coast and was one of the first Governors to see the C P R. under construction from coast to coast

Winnipeg was only a village then in fact the head quarters of the railway was at Selkirk in 1881 In 1882 the C P R was connected with Winnipeg Pat Doyle of Glengarry with Pat Purcel the contractor my brother Peter and myself were on the train, which was the first train to go through under construction to Selkirk and Winnipeg The engineer who took up from here to Selkirk was J Costello and the late Joe Ryan fireman The C P R. then took the road over and had to repair and ballast it from here to Winnipeg to put it in running order A large extra gang was placed on the road, also boarding cars Then the track was ballasted, raised and lined up and bridges repaired and stations, telegraph lines lined up Water tanks and section houses were built, and at every divisional point a round house was built to take care of the equipment

A few notes on the traffic of the Canadian Pacific Railway may be of some interest

In the year 1889 and 1890 388,755 passengers were carried, and in 1921 15,318 358 This shows the increase in traffic and that the railroad was enjoying a fair business. The freight carried from 1901 to 1921 was 7 155 813 to 23 710 606 tons The grain carried in 1901 was 32,927 468 bushels and in 1921 175,506 119 bushels. In 1901 the flour carried was 3 735 373 barrels and in 1921 11 718 510 barrels. Live-stock carried in 1901 was 945 386 head and in 1921 1 612 049 head You can judge by this that the railway's finances were steadily increasing

Other items carried in 1901 were 2 906 970 tons and in 1921 7 018,876 tons. Lumber carried in 1901 was 899,214 646 feet, and in 1921 2 382 570.398 feet This shows that all natural resources were showing rapid development Fire wood carried in 1901 was 204,818 cords and in 1921 204 936 cords

EQUIPMENT

In 1901 there were 363 conductors vans and in 1921 there were 1,327 vans Locomotives in 1901 numbered 708 and in 1921 2,255 It shows that the equipment was increasing and there is a great deal more than that today

EARNINGS

In 1883 freight earnings were $3,755,915 and in 1921 $128,849,445.62. Passenger fares for 1891 amounted to $5,459,789.50, and for 1921 $41,566,885. Mail earnings in 1891 were $516,089.45 and in 1921 $2,989,258.50. We can see by the mail service that Canada is rapidly developing and a prosperous future is to be expected.

Railway expenses for 1862 were $1,148,299.35 and in 1921 $158,820,114. There is no doubt but that with this great improvement Canada will continue to improve and this is due to the C.P.R. and other railways of Canada.

The first crop of grain handled from the Western Prairies was handled at West Fort William. The grain was unloaded from the cars to a large shed on the bank of the Kaministiquia River by wheel barrows and reloaded in the spring from shed to boat in the same manner. I took part in the loading of the grain from shed to boat.

The second crop was handled the same way, only that there was a large shed built at East Fort William, so called at that time, and when the C.P.R. left Port Arthur and came to Fort William, I built the main line from West Fort William to Port Arthur. I took the rails up where we connected the main line at Port Arthur to West Fort William, where today the Canadian National Railway has its main line, and I also put in the first Industrial Site at Graham and Horne saw mill, from where all the lumber at that time was shipped to the Western Prairies. I also put in the first track in Elevator A, which elevator the C.P.R. are asking tenders to tear down.

At that time, when Elevator C was built, we thought we had a wonderful equipment for handling the grain. It was certainly a great improvement to handling it by means of wheel borrows. How many wheel barrows would it take to handle the western crop of today? Now we have what we call a modern way of handling grain, and Elevators A and C are completely out of date, as the wheel borrows were when we built these elevators. We can easily see what Fort William and Port Arthur will be at the Head of the Lakes when the Western Prairies have a population of five to ten millions. These two harbours will be covered by elevators, especially on both sides of the Kaministiquia River from Point Demaurons to the mouth. Then these cities will become the greatest of Western Canada, and also our great prospects of minerals undeveloped will build them up. All these great accomplishments were made possible by the building of the C.P.R. and C.N.R. Our future cannot be measured. It is left to every individual to do his bit.

FIRST THINGS IN PORT ARTHUR

BY F. S. WILEY

Lieut. Henry Wolsey Bayfield, R.N., in charge of the survey to outline the shores of Lake Superior, spent the Winter of 1821-22 in Thunder Bay with the schooners "Beaver," "Otter" and "Mink," employed by him in the performance of this work.

These schooners were owned by the American Fur Company, with headquarters at Presque Isle (Marquette, Mich.) his own ship being below St. Mary's Falls in the Sault river.

This survey was completed during the years 1821-24 and is known as the most remarkable work in the history of hydrography.

The first steamer to enter Thunder Bay was the American ship "Julia Palmer" carrying Thomas Gummersall Anderson, whose mission was to negotiate a treaty with the Ojibway Indians of Lake Superior. This treaty was concluded by the Hon. W. B. Robinson, of Toronto, in 1846 and is known as the Robinson Treaty.

The first British bottom, under steam, to enter Thunder Bay was the tug "Dart," Captain Duncan McEachern.

The first official notice taken of Thunder Bay was when Henry Gladman, an officer of the H. B. Company, was instructed by the Government to conduct an exploratory expedition from Thunder Bay to the Red River in 1856. His chief assistants were Simon J. Dawson, C.E., and Professor Henry Youle Hind, both of whom submitted valuable reports on Thunder Bay as a harbour.

This expedition had its base at the mouth of Current River, and it was then, and for many years after, known as the Northwest Station.

Work on the construction of the "Dawson Road" was begun by the Government in 1869, then known as the "Red River Road," with Simon J. Dawson, C.E., as superintendent of construction.

Colonel Wolseley (later Sir Garnet) landed at what is now the foot of Arthur Street, on the morning of May 25th, 1870, on his way to the Red River to quell the half-breed rebellion of that date, having an armed force of 1200 men, proceeded west over the Dawson route. Colonel Wolseley named the place Prince Arthur's Landing in honour of Prince Arthur (later Duke of Connaught) then serving with the forces in Canada.

First Post Office opened in 1870, known as "Thunder Bay," D. M. Blackwood, postmaster. The office was known as Thunder Bay P. O. until March, 1884.

The survey of the village of Prince Arthur's Landing was done by Hugh Wilson, O. L. S., and completed in December, 1871.

The first railway to enter Prince Arthur's Landing was the P.A.L. & Kam. Railway, constructed by the Municipality of Shuniah, for the purpose of connecting with the C.P.R. at the Town Plot of Fort William in 1876.

The C.P.R. was completed to Winnipeg in 1882, and to Montreal in 1886.

The C.N. was completed to Winnipeg in 1903 and to Toronto in 1914.

The first grain elevator was built at Prince Arthur's Landing in 1883 by the C.P.R.

The first Manitoba wheat was shipped through Thunder Bay via Prince Arthur's Landing in September, 1883, being a cargo of 10,000 bushels, on the steamer "Erin," Captain J. Clifford.

The first coal handled for shipment to western points was delivered in September, 1882, by the schooner "F. L. Danforth," Captain Cummerford.

Town of Port Arthur incorporated March, 1884.

City of Port Arthur incorporated March, 1906.

First Reeve, P. J. Brown, 1873.

First Mayor of the Town of Port Arthur, Thomas Marks, 1884.

WHEN FORT WILLIAM WAS A CAPITAL

(From the Montreal Standard)

During the years of trade rivalry and often of open hostility between the Hudson Bay Company and the younger North West Company, the former brought in its goods and carried its furs home to England by Hudson Bay, Hudson Strait and the North Atlantic Ocean, the route that it is now proposed to restore to commerce.

The North West Company had its base in the east. The principal shareholders of the company (partners as they were called) had their homes in Montreal, and the goods imported from England to be used in bartering with the Indians were brought to Montreal by ship and carried to the west in canoes, although the first stage of the journey was for many years made in carts. The carts hauled goods nine miles from Montreal to Lachine, at the head of the famous rapids. The two great waterways fork, one part, the St. Lawrence River, coming down from the Great Lakes, and the other, the Ottawa River, flowing down from the west, and affording a direct route to the center of Canada beyond the Great Lakes.

The canoes of the North West Company usually proceeded westward by way of the Ottawa River, the Mattawa, over the portage that led to a stream flowing into Lake Nipissing, across the lake, down the French River, out of which they passed into the Georgian Bay of Lake Huron. It was the route that Champlain had followed in his first visit to the Great Lakes in the autumn of 1615, and it is the route along which some day may be constructed the Georgian Bay canal.

Having reached the Great Lakes, the flotilla of the North West Company, heavily laden with goods and supplies, skirted the north shore, threaded its way among the islands of the north channel of the Georgian Bay, entered the straits, and so came to Sault Ste. Marie, where the company maintained a large trading post. Then the flotilla passed into Lake Superior, and after much toil at the paddle, came to the Head of the Lake and entered the Pigeon River flowing from the west.

Not far from Lake Superior, rapids obstruct the navigation of the Pigeon River. Here was the Grand Portage which led from the head of navigation on the Pigeon River to the beginning of navigation on the waterway made up of Rainy Lake, Lake of the Woods and several other smaller lakes and their connecting rivers. The large canoes in which the goods were brought up from Lachine did not go beyond the eastern end of the Grand Portage. Over this long and rough portage the goods and supplies were carried by the hardy voyageurs from the east to the west who met here during the early weeks of each summer.

At the western end of the Grand Portage the goods were loaded into the smaller canoes used on the western waterways, and transported to the vast prairie region of the central west. The journeys of some of the voyageurs who each summer set out from the Grand Portage did not end until the voyageurs were among the foothills of the Rocky Mountains.

The days of greatness of the Grand Portage came to an end. The country to the south of the Great Lakes became part of the United States and for some distance west of Lake Superior the Pigeon River became the international boundary. Being on the south side of the river the Grand Portage ceased to be British territory and the North West Company began looking about for another base on the Great Lakes.

In 1785 the company sent out an engineer named Edward Umfreville to find a site for a new fort and trading post on British territory. He travelled far and visited many places but found none that he thought more highly of than the banks of the Kaministiquia River, which enters Lake Superior about twenty miles to the northeast of the mouth of the Pigeon River. Because of the certain commanding advantages this spot was selected as the site of the new fort. The River was found to be deep, easy of access from the Lake, affording a safe and spacious harbour.

And so the North West Company established there a base on the Great Lakes, and called it Fort William in honour of William McGillivray the principal partner of the company as a shareholder was called. Where that fort and fur trading post were built almost a century and a half ago now stands a busy city, one of Canada's chief grain ports on the Upper Lakes and the seat of thriving industries.

EARLY DAYS AT FORT GARRY

BY JOHN CHRISTIE

Few people who visit Winnipeg to-day, and see the beautiful Hudson Bay Company store costing about six million dollars, have any idea what Old Fort Garry was in the early days. In 1830 the northern department council held at York Factory passed this resolution. The establishment of Fort Garry being in a very dilapidated state, its situation not sufficiently central, much exposed to the spring floods, very inconvenient in regard to the navigation of the river and in other points of view, it is resolved that a new establishment to bear the same name be formed on a site to be selected near the lower end of the rapids for which purpose tradesmen be employed or the work done by contract as may be found most expedient and as stones and lime are on the spot these materials be used being cheaper and more durable than wood.

My grandfather who was then chief factor in charge of York Factory was appointed Governor of Assiniboia and Chief Factor in charge of the Red River District under Sir George Simpson, Commander-in-Chief of the Hudson Bay Company.

During 1835 and 1836 instead of abandoning the commanding site at the forks of the Red River he erected thereon a fort of stone with a frontage of 280 feet on the Assiniboine River and a depth of 240 feet, with high bastions at each corner loop-holed for musketry and pierced for cannon with neat and substantial stone dwellings offices and barracks therein. Afterward to the stone fort he added during his second term as governor a square about equal in size in the area of the stone part, the wall being of big square logs laid horizontally and pinned together. The only remaining part of Fort Garry now in existence is the old stone back gate of the otherwise modern addition to the stone part built in 1835 and 36. Many people living in Winnipeg to day are of the opinion that the gate now standing was the front gate of Fort Garry. This is erroneous as in later years a larger building in the rear of the Fort was rented to the government which was used by Governors Archibald and Alex. Morris as their official residence and this time-honoured gateway was their entrance.

Just fifty years ago this June I entered the gates of Fort Garry as an apprentice clerk, and was in residence at the Fort from 1874 to 1882 when I was appointed to the accountantship of Norway House District. Fort Garry was just like a little town within itself. The Company had their own blacksmith, tinsmith, carpenter, etc., and everything was run just like a disciplined army. There was a mess for the clerks, and a mess house mess for the men, and everything was in apple pie order, and everything went by bell from seven A.M. to six P.M. when all hands quit work. (You might be interested to know that while you were working in the office the fire alarm bell would ring and all hands would dash.) Altogether, three generations of the Christie family have given something like two hundred and fifty years of their lives to the interest of the shareholders. Upon the formation of the Northwest Council of Canada my father, who was then inspecting chief factor, was, along with Donald A. Smith and other gentlemen of high standing in the country, appointed a member, and as such became entitled to the courtesy title of "Honorable."

When my father retired from the service in 1874, he was selected by the Prime Minister of Canada, as one of the Commissioners to make the treaty with the Indians of Saskatchewan. The other members of the commission on that memorable occasion were the Hon. David Laird, Minister of the Interior, Hon. Alex. Morris, Lieut.-Governor of Manitoba, and the Hon. James Mackay.

NE-NAW-BO-ZHOO—MIGHTY MAN

BY IVAN SWIFT

(From the Dearborn Independent through
the courtesy of the Editor)

Our Ojibway neighbors have been imaginative children of nature weaving fabrics of pretty legend and religious myth They too have striven to answer the eternal question of who we are whence we come and whither we are bound and who and where is God.

Not knowing even the little that science has taught nor being read in oriental visions and prophecies they have woven quaint fancies and consistent allegory They have their maker and doer of all things good and bad, and of all things not otherwise explained. The heart of their mythology their mighty man on earth about whom most of their legends gather was Ne now bo-zhoo

The story is that the great and invincible deity Gitche Manitou, would have a son to rule the earth for his people A virgin lovely and faithful the sunshine and angel of the tribe, abode with her grandmother To her the good spirit came and she was delivered of two children, the first, Ne naw bo-zhoo the wonder child the wizard the other his brother the stone boy an inhuman monster whose birth cost the life of his mother Spring-Wind

The stone child fled to the woods and became a wanderer on the face of the earth When Ne-naw bo-zhoo had grown to manhood and heard the story he vowed to pursue and destroy the stone man and thus avenge the death of his mother Through ages of hardship and perseverance Ne-now bo-zhoo prosecuted his task often approaching so near to his stone brother as to strike pieces of flint from the unnatural body thus causing a flash of lightning and a roll of thunder In this way the flint stone was scattered over the face of the earth and proved a blessing to the early arrow makers and fire burners

At last the stone man was overtaken and laid low on the lakeshore near Grand Traverse Bay, and the body lies stretched there a mass of flint known as Stony Point, forever a monument to the valor of Ne now bo-zhoo

Wahenessa, son of the chief councillor of the Garden River reservation and himself the greatest Pau puk kee wis of the Hiawatha drama thus tells the story

When I was a small boy I heard story from my grand father He was old man, die long time ago I wish I can remember all them story He tell me about Ne-now bo-zhoo

Ne-naw bo-zhoo was great spirit, very little, very big. He do everything good, everything bad. He make the sun come up. He make the rain. He freeze over the river. He can change to beaver or bear or moose in a minute. He is every where all the time. He chase his brother all round the world. He make the willow red for boxes and baskets. He make the we-quit to grow on the rock for food in the winter. He whip the maple tree to turn syrup to water so his people have to work for it. He split the birch bark, and make the pitch in the pine tree to use for canoe and water bucket. He make the rabbit, wa-bose, to sleep with his eye open and the blue jay to cry out some danger in the woods.

He is always hungry. One time he invite all the duck to dance in his lodge. Then he tell them to shut their eye and dance hard to keep warm. After while they get dizzy and Ne-naw bo-zhoo grab up and ring their necks. Bimeby one duck open his eye little bit and see that. He scream "Ne-naw bo-zhoo is killing us." Everybody fly away. Ne-naw bo-zhoo kick him and break his back down so he can only dive but not fly. So he is great diver after that. His name is called Shin-ge-bish, hell diver.

One day Ne-naw bo-zhoo say to his wife, "We got no food. We go call on Mr Woodpecker." They go. Mrs Woodpecker clean out big kettle. Mr Woodpecker put two bone in his nose and red feather on his head. Then he climb up tree and peck with them bone. Bimeby nice fat coon fall out that tree. They have good dinner. Gone away again. Ne-naw bo-zhoo he forget his glove on purpose. He call back to send boy with his glove to-morrow.

To-morrow come. Mr Woodpecker think there is some trick. He tell his boy be careful. Don't go in Ne-naw bo-zhoo tepee. Boy will throw glove. "No, no," Ne-naw bo-zhoo say. "Don't throw glove. Get wet in the snow. Come here with glove." Boy go near. Ne-naw bo-zhoo say, "Your father good to give dinner. Tell your folks come to my tepee to dinner to-morrow. We got lots to eat." Boy go away. Next day Woodpecker family come to Ne-naw-bo-zhoo to dinner. Mrs Ne-naw bo-zhoo clean big kettle. Ne-naw bo-zhoo put red leaf in his hair and two deer bone in his nose. Then he climb tree and peck hard in tree like Woodpecker. Bones go through his head. Everybody laugh. Woodpecker say, "What you do? Kill yourself? Let me show you how to do that." Then Woodpecker take bones, climb up tree, peck lot holes in tree. Make nice music in woods. Bimeby coon fall out like before. That's what Ne-naw bo-zhoo want. He gets good dinner again.

First place Ne-naw-bo-zhoo had big black dog called Thunder. One time dog go down to lake to drink water. He didn't come back. Sea god suck him in I guess. Ne-naw-bo-zhoo was pretty mad. He take sharp spear, get in boat, go out on lake. He cry out, "Sea God, I defy you, I defy you. You steal my Thunder dog. I defy you. Miche-la-ne-gwe."

"After while big fish come up—smash them boat all sliver. He swallow Ne-naw-bo-zhoo whole. Ne-naw-bo-zhoo hang on to his spear. When he is inside he stick spear in whale's guts. Whale go crazy, swim round, make big waves. (Now when lake make big waves Indian say Miche-la-ne-gwe—he's mad.) Bimeby big fish run up on shore—Ne-naw-bo-zhoo come out—run away.

After while all sea ammel want to come up on sand to get sun, but Sea God he's afraid of Ne-naw-bo-zhoo. He send sea serpent out to look for Ne-naw-bo-zhoo. Bimeby sea serpent come back and say, "I see only black stump on beach. I don't see Ne-naw-bo-zhoo." Sea God say, "You go wind round the stump,—squeeze tight. May be Ne-naw-bo-zhoo." Sea serpent go out. Wind round stump—squeeze tight. Ne-naw-bo-zhoo pretty near squeal, but he don't squeal. Sea serpent go back and say, "He don't squeal." Then Sea God send sea tiger to stump. Sea tiger go scratch head on stump. Ne-naw-bo-zhoo pretty near cry this time, but he don't cry. Tiger go back, say, "I find only stump. I don't find Ne-naw-bo-zhoo." Then all the sea ammels go out on beach to get sun. They have nice picnic. Bimeby sharp arrow come from stump, hit big polar bear in side. Then they know that this is Ne-naw-bo-zhoo turned into stump. He have to run away. Bimeby he meet Mr. Frog on road—look like doctor, eyeglass, medicine case, thermometer I suppose. Ne-naw-bo-zhoo he say, 'Nice morning. Where you go to-day?' Dr. Frog say, "Polar Bear get hurt. I go doctor Polar Bear." Ne-naw-bo-zhoo don't like this very much, so he kill Frog, take off his skin, put on himself, go doctor Polar Bear himself. When he get there he say, "I have to pull out arrow little bit every day. Then you live." But this medicine man, he push in arrow little bit every day. Polar Bear die. Ne-naw-bo-zhoo take bear skin and run away.

Then Sea God know that he got quack doctor. He's pretty mad. He makes big waves to run all over the land to drown Ne-naw-bo-zhoo so he don't make some more trouble. Bimeby Ne-naw-bo-zhoo meet Mud Hen. He tell Mud Hen to drink up the waves so he can get away. Mud Hen try to drink up the waves. Bimeby she's too full, she bust. Then waves go on again. Ne-naw-bo-zhoo he run fast, he's pretty tired. He see Badger dig hole, fill up hole behind with dirt. Ne-naw-bo-zhoo tell Badger take him in hole till wave go over

Badger take him in all right. When he come out he is glad he don't drown. He threw Polar Bear skin on Mr. Badger. (After that Badger always have white stripe all round.)

Bimeby water all over the earth. Ne-naw-bo-zhoo he's got no land to be king. He build big boat, take in all animals, birds, everything he's got. Long time he float round on big water. Bimeby he call Beever. He say, You best diver in world. You go down get some dirt. I have to build another world. Beaver he bite on that nice words. He dive down. Bimeby he come up, all puff. He's dead. Few days more Ne-naw-be-zhoo call Muskrat to go down get dirt. Muskrat go down long time. Bimeby he come up dead, but Ne-naw-bo-zhoo see she's got one little paw close tight. He open little paw,—he find some dirt hold tight in little paw! That's way he make another world. Land God and Sea God, don't fight much now any more.

THE MOUNTAIN CHAPEL

BY EUGENIE ROBIN

On the first of September, 1885, as shown by the Mission records, the Rev. Father Joseph Hebert, of the Society of Jesus, then Superior of the Indian Mission across the River at Fort William, chose the site on Mount Mackay for the erection of a sanctuary dedicated to the Sacred Heart which was to serve as a place of annual pilgrimage. In the same records we also find that there were pilgrimages to that site on the 9th of September 1885, the 2nd of July 1886, and the 24th of July 1888. It was not until the 10th of September 1888, however, that the erection of the chapel was commenced. The chapel was built by the Indians of the Mission under the supervision of the Rev. Father Hebert, Mount Mackay stone being used in its construction.

The site selected on Mount Mackay by Father Hebert was a truly enchanting spot situated on a plateau in the solitude of the mountain side, where a solemn stillness pervades. Here the people of the Mission and others made their annual pilgrimage and held service in the chapel. This pilgrimage was one of the most delightful imaginable. I have one in mind at which I was present, one beautiful June day in 1902, Friday the 13th being chosen.

Leaving the Mission at 8.30 a.m., accompanied by Sisters St. Philip, Magdalen, and Catherine of St. Stanislaus, Fort William, and Sisters Ignatius, Ambrosia, Matilda, Dionysia of the Mission, Father La Marche, and Brothers Lemure and Langevin also of the Mission and Brother Rousseau of St. Patricks, some Indians and a few whites from this side of the River, we began to march to the foot of the mountain, ascending by a winding path with shrubbery on either side through which shone the bright light of the morning sunshine until we reached the plateau where the chapel stood under the shadow of the summit rock. There service was held by Father La Marche, which lasted nearly an hour. After mass came the hours of recreation, with laughter and mirthful chat. Lunches were spread, and sitting in the sheltered spot on that beautiful mountain land overlooking the surrounding country, lunch was enjoyed to the fullest extent as only those who have taken this trip can imagine.

After the luncheon hour a few of the party attempted to climb to the summit. The ascent was sharp and tedious, but once there, a glorious view was obtained. The lookout was grand. Yonder in the sunlight reposes Thunder Bay along through the country runs the Kaministiquia River in a serpentine course. A panorama of the town and surrounding district spread before me. The air was pure and clear. From the summit the splendid voices of the Brothers with a few of the Indians sang hymns to which those from the chapel below responded. The sounds of their voices echoed through the silence of the woods. The celestial home seemed nearer than elsewhere in this quiet peaceful solitude. Much as we admire scenery arranged by the hands of man for beauty and soul inspiring scenery, it seems naught to be compared to that wild rugged scenery where nature reigns supreme, where no puny hand of man has dared to invade its sacred precincts.

We descended again to the chapel to join our companions and there was amusement awaiting us which was strange to some of us who had not attended before, and which I will try to describe.

The Indians had a peculiar habit of giving Indian names to the whites who attended any of their gatherings in the woods or mountains for the first time, and the few whites whose attendance was the first, were each to be given a name. I in company with another and an Indian woman guiding us by the hand marched around to the tune of an Indian war song while we were given our names in Indian. Father La Marche having a knowledge of the Indian tongue translated the meaning of the name into English. Nassigipigog, Light of Day, was the picturesque name given me. I cannot recall the other names but they were all equally interesting. This ceremony was amusing in the extreme. Nevertheless, amusing as it was, one of the Sisters, a gentle nun then at St. Stanislaus school, could not be induced to go through this performance, those peculiar Indian customs held no charm for her.

I must not dwell longer on the enjoyment of this journey, it must be taken to be appreciated, and it was with reluctance that the word was passed down,—"All ready for home!" Gazing on the landscape from the mountain brow we took a parting glance at the sylvan beauty of the scene below and retraced our steps homeward, fatigued but having enjoyed the journey immensely, with a longing desire to return again to this enchanting spot in nature's solitude.

Alas, many changes have taken place since the beginning of our story. The chapel is now only a memory, for with the removal of the Mission to make way for the progress of our growing city the mountain chapel was abandoned and only the ruins now remain. Thus one by one Fort William's historic landmarks are disappearing.

REMINISCENCES OF A VAGABOND

BY FRED M. DELA FOSSE

1903 and 1904

I am not really a vagabond, although for the space of a year and a half I deliberately cut loose from the hum-drum existence of a life in the backwoods in order to see something of the world outside. Perhaps it will amaze my readers to learn that fifty years ago the wilds of Canada were filled with newcomers from England who had arrived in Canada filled with the high purpose of carving out homes for themselves, and who brought with them not only considerable sums of money but an education and trained intelligence somewhat higher than is generally credited to the ordinary backwoodsman. They were mostly men from the great English public schools, trained for nothing in particular, but whose early hopes for the army or navy had been dashed to the ground by their inability to pass their examinations. Nine-tenths of them were remittance men and right well they lived up to the traditions in which they had been reared by spending all their money in order to give themselves airs in the new community. I am not ashamed to say that I was a remittance man and that I spent all my money, because it was one of the best things that ever happened to me as it forced me to rely on my own resources at an age when I was forceful enough to strike out and do something. It would take too long and has nothing to do with the particular phase of my travels and adventures which I am here recalling to give an extended account of the manner in which I reached Port Arthur. It will be sufficient to say that after spending four years and a half in the wilds of Parry Sound, during three of which I had paid a gentleman (an Englishman) £100 per annum to instruct me in the mysteries of chopping, logging and a few other useful but unlucrative pastimes, I sickened of the monotony and mosquitoes and determined to pass a short time in travelling through the North West Territories. I had spent nearly all my money so I determined to hire out with a surveying party to survey townships in the Province of Alberta. After a summer's work we found ourselves back in Winnipeg, stranded for want of money, owing to one surveyor having departed for parts unknown and taken his money bags with him. It was then the month of November, the weather was decidedly cold and as I had no cash to buy warmer garments I was compelled to parade the streets of Winnipeg day after day, seeking work, in clothing that was decidedly the worse for wear and ill adapted to withstand the biting breezes of that region. I had a friend, named Hall, who hailed from Sutton on the shores of Lake Simcoe, and who was in the same predicament as I was, being out of work and penniless, and I remember how we used to trudge the streets day after day and slide into bar rooms in order to get warm at the stove when we found the temperature outside too frigid for comfort. I like to recall those days because I have always treasured the memory of kindnesses I received from men whom I casually met in my wanderings through the city. One of these was a young fellow called Frank Lean, an Englishman like myself. We discovered a bond of amity in the fact that I had been at school with a connection of his named Church, a son of Florence Marryat by her first marriage. She afterwards married Colonel Lean, father of my friend. Many were the tales that Lean told me about the novelist. Through all the intervening years I have treasured Lean in my memory as one of the truest hearted and kindest friends I have met. After I left Winnipeg I lost sight of him and have never heard of him since. But I met many others, some of them scions of the nobility, others ordinary individuals like myself, but all gripped by the same demon of unthrift, those who had money drinking themselves to death and those who had none preying on those who had. There were a choice few who held aloof, but they were in the minority. I am thankful to say that I never had an overweening love for liquor so I survived the ordeal, not through excess of virtue but simply as Dr. Johnson would have said, through stark insensibility. After a winter of discontent during which Hall had been lucky enough to land a job of carrying clothes round for a laundry and I had obtained more strenuous employment by taking a job of bucksawing wood in the back yard of a German Jew named Shante from Berlin (Kitchener) we met together to discuss ways and means. Our conference led us to apply at the C.P.R. offices for work down the line on our way homewards. We were given employment, with free passes to get to our destination at the Plot, now Fort William. On counting up our worldly wealth we found it to consist of 75 cents, all of which belonged to Hall as I had been bucking cordwood for my board and lodging and had nothing. We agreed that we could make the 75 cents do till we got to Fort William and that by purchasing that worth of gingerbread and washing down our meal with water we would feel the equal of the wealthiest in the land. Gathering our worldly possessions together and bidding an affectionate adieu to my generous hearted employer who was kind enough to tell me that he was sorry to part with me and would take me back at any time. I shook the dust of Winnipeg from my feet, determined that the next time I landed there it should be in very different circumstances. We managed to keep body and soul together with the gingerbread and when we got to our destination at "The Plot," as Fort William was then called, we were told off to shovel coal on the C.P.R. trucks and advised to board at the Neebing House, a big white-painted wooden structure standing close to the banks of the Kaministiquia River. That was really my first introduction to the truly seamy side of life. The beds were beyond measure filthy and the company was worse. Amongst an agglomeration of Swedes, Russians, Negroes, Dagos and out-at-elbows Englishmen, Hall and I soon found our lot was not a happy one. After two days heavy shovelling on the trucks my right hand developed a felon and I had to rely on Hall to lend me money enough to keep going till I was well again. He obtained work for the two of us in cordwood camp run by Graham and Horn, steamboat agents and wood merchants, and after a few days helping in the kitchen I went into the woods and started chopping wood. I was an adept at chopping as I had already had three years or more experience of it in Parry Sound so it was not hard for me to earn enough to pay Hall back what I owed him and pay my board bill besides.

We put in a strenuous time in that camp as the choppers were an unruly outfit and would fight at the drop of the hat. I had an early experience of this when I got into trouble with a man who had stolen my socks. They were the only pair I possessed and I had deposited them under the stove to dry when I came in from work at night. When I looked for them I found them covering the pedal extremities of a giant named Jim McGrath. Not to enter too closely into details I got back my socks, but only because Mr. McGrath was so astonished at my hardihood in bearding him that after throwing me over his head on to the red hot stove (he was the champion wrestler of the neighbourhood) he put me on my feet and handed me over the socks. "Young man," he remarked, "You've took me when I'm feelin' good natured; if you'd took me when I was feelin' real ugly I'd have knocked the daylights out of you.—Here's yer socks." As I was only anxious to regain my belongings I was quite pleased when he returned them. He always took my side afterwards and helped me out of many a tight place with the other ruffians in the camp.

We managed to put in the winter fairly comfortably and then, thinking we would better our condition, hired further up the river to chop wood for Sheriff Carpenter. As my memories of Sheriff Carpenter and of his son are not particularly pleasant ones I shall only say enough to remark that both Hall and I were very pleased when we bade that gentleman and his enterprising son farewell. We were both compelled to carry our trunks down the line towards Port Arthur and seek another boarding house as the Sheriff genial gentleman had told us that we needn't hope to pass the night in his establishment seeing that we had thought fit to give warning and we were therefore no longer in his employ.

I can see ourselves now, each carrying a trunk on his back, wending our way down the road to Port Arthur looking anxiously for any sign of a boarding house to rest our tired bones. Ten o'clock at night is scarcely a propitious time for seeking an abode and we found ourselves compelled to pass the night sitting on our trunks by the side of the road, sleeping as well as we could in that uncomfortable position. Hall was getting pretty well fed up with this vagabonding and yearned for home and a bath. He said to me, "Look here DelaFosse, aren't we two blazing idiots to be voluntarily cutting ourselves adrift from civilization in order to see how the other half lives? As soon as I get to Port Arthur I'm going to write for money to go home." I was more than half inclined to agree with him but the lust for adventure was strong within me and I told him that though I would be sorry to part company with him I intended to put in one year at any rate before I returned to the backwoods.

We trudged into Port Arthur next morning and with what little money we possessed we purchased bucksaws and saw horses and started soliciting jobs in the back yards of the wealthier residents. By night-fall we had managed to strike employment and also to gain an entrance into a passably clean boarding house, not one of the sort that charged ten dollars a week but clean and cheap nevertheless.

We used to sally out every morning with our saw horses on our shoulders and at the end of a few weeks were fairly conversant with the back premises of the houses of the Port Arthur gentry. But this was Hall's expiring effort. He wrote as he had threatened to do and on receiving money from home took the first steamer back to his people. We parted from each other with regret. He had been a good friend to me and possibly I had been a fairly good friend to him but it was hard work saying good-bye to him. Henceforth I was thrown entirely on my own resources and in order to make assurance doubly sure that I should have to work in order to live I deliberately sent home a Letter of Credit for £25 which a compassionate uncle had remitted to me from England.

I sometimes felt sorry that I had succumbed to such a fit of exuberant self-reliance. However, as events turned out, such a token of independence did me good with the powers at home. My first act after bidding good-bye to Hell was to hunt around for something more elevating and remunerative than sawing wood. I had always had a penchant for writing and immediately on my arrival in Port Arthur got busy and indited one or two poems for the periodical of that day, the Port Arthur Sentinel. They were accepted with many thanks and no cash, but through their agency I became acquainted with Mr. Stilwell, an Englishman, who was then owner or editor of the paper. I shall never forget my first meeting with that gentleman. He had been pointed out to me as editor of the paper so I made bold one day when I had my sawhorse on my shoulder to accost him and ask him if he could oblige me with some literary work. After talking a few minutes he was kind enough to say: "I see that you are an Englishman like myself, and of course I am always anxious to help a fellow-countryman, in this case more particularly so as I see that you are a man who has not been brought up to saw wood. Come round to my office at 5 p.m. and I shall have a literary job for you." I thanked him heartily and he said with a magnificent gesture, "Don't mention it, my dear fellow, pray don't mention it—it will be one of the happiest days of my life if by any means in my power I have been able to help a man in distress."

I was in no distress but I did not think it necessary to enlarge on that point and hastened to bedeck myself in all the finery I possessed in order to present myself in a becoming manner at the office of the paper. Having nothing much beyond a clean collar and a dirty shirt and trousers, I went the round of my friends and managed by dint of great effort to collect together a complete outfit. It was a variegated assortment. A pair of trousers from a man called Gevey, who was 6 feet 5 and abnormally thin, a shirt from a man who took a 16 collar, and a red tie brand new from a freckle-faced youth lately arrived from Ireland. When I look back at that time I see elements of humour in it, but I was in a very serious mood and most strongly imbued with a sense of my importance when I arrived at the office arrayed in my borrowed plumage.

I waited patiently and after about fifteen minutes, Stilwell came into the room and saw me sitting in his editorial chair. "What the?——" he exclaimed, but recognizing the occupant of his sanctum, he added, "Oh, yes, DelaFosse, you've come for that job haven't you?" I purred in a pleased manner that I had. "Well," he said, "I am afraid that you won't find much in it at first but you know one has always to begin at the beginning and climb upwards to the stars. That's the way I had to do and look at me now," and he puffed his portly frame till it resembled a barrel. "Now," he continued, "what I want you to do is to carry these papers round town. The pay won't be much as we are not able to pay as much as we would like but there is always a chance for a raise for a good man." I was aghast—all my dreams of blossoming out as an editor and influencing the world faded out into the ewigkeit and it was with a very crestfallen look and humble voice that I asked him how much there was in the job. "Well," he remarked, "seeing that you are not like some of the useless young devils I've had round me lately I'll make it worth your while and say $8 a month without board." My first impulse was to tell Mr. Stilwell that his overwhelming generosity was too much for me and that I could not possibly bring myself to accept such a munificent offer but on second thought, seized with the spirit of adventure and seeing that I knew nobody, I said, "Well, I'll try it for a week anyhow—give us the papers."

I only lasted one night. In the course of my round I had to enter a grocery store and had laid the paper on the counter and was just turning to go out when the clerk stopped me and called out, "Say, young feller, is that the Sentinel?" I blandly replied that it was. "I've a blamed good mind to kick you," the youth shouted, "that paper hasn't been delivered for six weeks past." "Oh, indeed!" I replied. "Get out of here," he cried, "and don't you sauce me." "I'm not going to get out of here," I answered, "until I have found out whether you can kick me out." There were no more papers delivered that night. In less time than it takes to write we were having a rough and tumble fight on the floor and the evening's edition was scattered about in every portion of it. First one, then the other would be on top and we rolled about and mauled each other in the most approved style of ruffianism. Finally we rolled right out of the store into the street and fought in the gutter. In about five seconds a howling mob had collected and I was told afterwards that amongst them was the Chief of Police, an Irishman of the name of Burke, who was enjoying the spectacle as much as anybody. It was only when an old lady came along and tapped him on the shoulder and told him that he ought to be ashamed of himself allowing such goings on that he took a hand in the game and with the aid of one or two bystanders dragged us apart. He was a fine chap was Burke; all he said when we were separated was, "Get away as quick as you can." We took him at his word—The clerk vanished into the store and I sneaked up a bye street to my humble lodging We were a terrible sight both of us, covered with mud and gore and our clothing ruined I am happy to say that when brighter days dawned for me I was able to make the acquaintance of that clerk and found him not such a bad fellow after all Next morning I went to Stilwell and told him that I resigned the job I said that I was not yet fully qualified to fight in the prize ring and that when I did I would do it under different auspices. What he needed was a John L Sullivan on the staff I sent him a piece of verse afterwards which he did not publish to emphasize my ideas on the subject

I returned to my sawing finding it infinitely more lucrative and free from strife I had an uneasy time of it with my friends when I had to inform them of the damage to their clothing They were inclined to be nasty about it and said unkind things and wondered when I would be able to make good the injury However I was able to pay them back in a short time as another letter of credit happened along and I was able to indemnify them After some months of buck sawing I had the good fortune to meet a Mr Furlong a Land Surveyor who was interested in surveying mining locations and having made known to him my desire to obtain a change of employment he very kindly offered me a place with him on his surveying staff This proved to be the end of my financial worries for he paid me $3 a day one dollar more than any of the rest were getting owing to the fact that I was an expert chopper which was what he was in need of

But my adventures in Port Arthur were by no means over I had made friends with a Mr Romaine Winans, a gentleman of roving proclivities with a wide knowledge of liquors who like myself was on his beam ends and taking whatever job came into view We lived together in a little lodging house where we hired a bed room and took our meals wherever it pleased us Winans sometimes came with us on short surveys if he was fortunate enough to be in a healthy condition when we started on our treks, but as he so often celebrated the good luck of landing a job by getting drunk the night before we often had to go off without him

We often left poor Winans at home We were away about two weeks engaged on a survey in the vicinity of the Rabbit Mountain Silver Mine which was owned by a half breed of the name of Oliver Daunais under whose auspices the party was engaged in making farther locations. Daunais was with us and so was his father in law an Indian chief, a fine old man of the name of Cheeataw a Chippewa. We had a fairly strenuous time on that survey and I shall never forget having to carry a man on my back 7½ miles through the woods to the nearest camp. He had severed an artery with an axe and if it had not been for my knowing enough to make a tourniquet by means of my handkerchief and a stick he would have bled to death in the woods. He weighed 180 pounds and as there was no road and I had to make my way over hill and dale through swamps and across rock-strewn rivulets and sometimes even over gorges where a single tree felled across proved to be the only bridge it may be gathered that it was a real task. It took me all day, but I accomplished it and had him landed safely in the Port Arthur hospital which was situated at the foot of the Ridge and was under the care of the Roman Catholic Sisterhood.

My memories are very keen of that particular survey because on my return I took my washing to a Chinaman to get washed. He handed me a piece of paper with some hieroglyphics on it and I went home happy. At the end of the week I went for my clothing and was handed back a handkerchief and a collar which did not belong to me. As the Chinaman could not talk a word of English and I was equally ignorant of Chinese our palaver came to nothing and I invoked the aid of my friend the Chief of Police in the discussion. Nothing came of that either and the Chief told me that I had better be content and not sue him as nobody could understand the man anyway. On my remarking that I didn't see why a Chinaman should be allowed to go scot free after virtually robbing a man, he said pleasantly that the best thing I could do was to take it out of his hide and he guessed the magistrate would treat the thing leniently. Common assault was so common in those days, owing to the squabbles amongst the navvies that a mere misunderstanding in which a Chinaman might get his head broken was looked upon as a joke, a good thing for the Chinaman in showing him that he was in a free country. He could steal your clothes and get off with them and you could, on the other hand, retaliate by breaking his head and get off with that. I went home in a very dejected frame of mind and poured out my woes into Winans' sympathetic ear. "Leave it to me, old man," he observed, "I'm not going to see you stuck—just watch your uncle." He went out and I settled down in a chair to cogitate over the matter. In about half an hour an emissary from the Police Court presented himself at the door and handed me a note. It proved to be from Winans telling me that he had been landed in jail for turning the Chinaman's laundry upside down and turning the Chinaman himself into the road. He asked me to come and provide bail for him so that he might be able to get home and have his tea in peace. I went to the Police Court and didn't have much trouble in arrang ing with my friend the Chief to let Wimane out of the cells. He appeared next morning before the magistrate and was let off with a small fine. In speaking to me about his experience at the laundry, he said that he had got so tired of trying to make the Chinaman understand what he wanted that he simply took him by the scruff of the neck and threw him out of doors and then proceeded to gather up such articles of attire as he thought I might require in order to make good my loss. As these would have been the property of various unknown individuals it seemed hardly the proper method of procedure. However, the matter blew over but I never got my clothes again.

A very interesting man whom I met on my varied excursions into the woods was a Captain Walpole Roland, a retired English army officer. He was a friend of Furlonge and used to be of some service to him in an engineering capacity. At that time Captain Roland was a man of about fifty five years of age, slight and sinewy, and with a decided taste for strong drink. He had had many hairbreadth escapes in the wilds, among others, he had been the sole survivor of a landslide in the vicinity of James Bay. He had also had a narrow escape from death in attempting to cross from Red Rock to the mainland, a feat which he accomplished successfully, but his dog was drowned. To-day, after so many years interval, I learn that Captain Roland is still alive and hale and hearty after passing his hundredth birthday.

Another good friend of mine was George McVicar, whose death I noticed in the papers a few years ago. He was an old timer at Port Arthur and I think was a near connection of the Moberly family or of the McKellars. Then there were Russell, the land surveyor, and Frank and Tom Keefer, lawyers, and Wink, also a lawyer, Munro, another lawyer, and Neil McDougall, a well known resident of the town. I remember being invited to a dance at his mother's house and going in a pair of trousers and a dress coat borrowed from my six foot five friend, Govey. It was an awful ordeal as when I entered the room to make my bow to Mrs. McDougall, the strain proved too much for my attire and I had to spend the rest of the evening with my back studiously kept to the wall for fear of exhibiting the damage done to my unmentionables. As a wall flower I proved a success for I talked to two or three ladies who seemed astonishingly lacking in partners, and apparently glad to have someone to talk to. It was a great night.

My memories of Neil McDougall and of Munro are most vividly connected with a certain First of July celebration when all sorts of sports were arranged for the proper

observance of the day. It has to be remembered that at that time Port Arthur was a very differently constituted place from what it is to-day. The town was simply over-run with navvies as the C.P.R. was in course of construction. The bars were wide open and there was a very considerable sprinkling of desperate characters. It can easily be imagined therefore that a First of July celebration was altogether likely to be a very lively observance. Amongst the sports on the programme was a swimming race from dock to dock and back again and there were also rowing and canoe races. The docks were simply jammed with navvies and other onlookers. In those days I was somewhat of a swimmer and the navvies also boasted a man whom they looked upon as a champion. Excitement ran high. Only my own immediate friends knew my capabilities and they bet generously on the result of the contest. About twenty of us started in the race and only three of us kept on as soon as the swimmers struck the water. For sheer iciness commend me to Lake Superior water. I never felt anything like it in my life except when I broke through the ice once and was immersed up to the neck. The race then lay between a man named Paul Giroux, an athletic individual who had once trained Hanlan, and myself. The third man was a negligible quantity whose name and personality have escaped my memory. It was a fast race. We had to go fast in order to keep the circulation going. To make a long story short I won by a handsome margin, but for the balance of the day I was kept well in the background. We were informed that a bunch of roughnecks who had bet on the wrong man were determined to get hold of me so my friends hid me away till the excitement had died down. I was pitted against Neil McDougall and Munro with Paul Giroux, I think, for my partner in a canoe race, but they were too good for us and beat us handily. Perhaps if either of the gentlemen named sees this item the event in question will be brought again to their memory.

Amongst my other recollections of Port Arthur is a very vivid one of a man called Barrett with whom I used to room in a little dwelling on Water Street. He was a terrible drinker and there were all sorts of pledges pinned up on the wall in our room which poor Barrett had taken at various times and had systematically broken. He was in the throes of another effort to ban drink when I met him and I can remember so well when I first entered his room being struck with the apparent firmness of will he evinced in regard to toping. I asked him to have a drink from a bottle in my possession but he acted in a theatrical manner. "Avaunt, I never take the cursed stuff." Then he pointed to the pledges on the wall

Don t tempt me, my dear friend he said don t tempt me. I put the bottle away and after a few minutes Barrett called to me I m feeling very weak and tired to-day Do you know a little drop of that cordial of yours would do me no harm Remember your pledge I said and Barrett subsided We went to bed and in the middle of the night I was awakened by the sound of something gurgling from a bottle I sat up lit the lamp and discovered Barrett gulping down a generous draught of whiskey from a bottle he had secreted under his pillow Of course the end of that poor chap was disastrous. I think I am right in saying that he came to his end by jumping off the taffrail of the Butcher s Maid a vessel owned by a man named Smith, who was engaged in providing meat supplies for the navvies on the different contracts down the line

A man named Healey used to keep the Shuniah House a hotel situated a short distance above Water Street, on a street leading to the Ridge where a number of us young English good for nothings used to assemble at night to sing songs and engage in other festive doings. Healey died and his widow started a boarding house A friend of mine named Massey and myself took rooms there and stayed for a considerable time One of the most embarrassing experiences I ever had occurred in that boarding house Surveys of mining locations used to take me away from Port Arthur for two or three weeks at a time and I was in the habit of coming back to the boarding house at all hours of the day or night Massey had occupied his room for months and as we were very close friends we used to make free of each other s belongings and walk in to greet each other in a thoroughly unceremonious manner On one occasion when I had been absent about three weeks I reached Port Arthur about three o clock in the morning and as was my custom, went straight to Massey s room I tiptoed in and wishing to give him a good scare I reached out and caught what I thought was Massey s hair and gave it a hearty pull Wake up I said. But to my horror an ear piercing yell from a woman rang out on the night air They had changed Massey s sleeping apartment during my absence and on this particular night a married couple was in possession of it The whole house was roused and I had an awkward time explaining my mistake Luckily the aggrieved couple were also friends of mine and everything was forgiven But I very much doubt if the lady in question will ever forget the fright she received on that night

I could ramble on at pretty considerable length and tell a number of exciting experiences, humorous and otherwise,

but it is almost with a feeling of sadness that the mind reverts to those days. One of the saddest of all experiences was when the Northern Hotel was burnt to the ground. I shall always remember that. One poor fellow, whom I had known (I forget his name), a traveller for the firm of Carscadden and Peck of Winnipeg, had escaped and was out in the street watching the progress of the fire when he remembered that he had left some money belonging to his employers in his room. He rushed back but was caught by the falling in of the roof and burnt to death. It was a terrible ending.

Another memory that looms up is of an attempt made one night by a half-starved young man to sandbag me. If he had been successful he would have been able to secure the princely sum of one dollar which I had earned that day by buck-sawing, but he was unsuccessful and I managed to keep my dollar. He told me when I let him go that he had been without food for four days and was driven to desperation. I met him next morning at the corner of the street by Tom Marks' store and he was so shamefaced that he couldn't look me in the face. When one comes to think of it he had done nothing to be particularly proud of.

One funny thing that happened was when one fine day in summer a large party of young men and women started out for the Welcome Islands on a picnic. Whilst they were enjoying themselves a storm came up and the whole party were marooned for the night on one of the islands, and had to shelter themselves as best they could. Possibly some of the older residents may remember that episode. There were many nervous parents in Port Arthur that night, anxious for the safety of their sons and daughters.

Our surveying trips took us into strange places. One of our engagements was to survey the stone at Thunder Cape, as a gentleman from London, owner of one of the papers there, had come to the conclusion that it was good for paving stones. The Bay was covered with ice and the party started off to trek across to the Cape. I forget exactly how many miles it is distant from Port Arthur, but I know that it took us the best part of the day getting across as we had to make wide detours owing to huge cracks in the ice. It was glare ice at that end, mighty hard to keep one's feet on. It was very cold weather and as we had no tents, the entire party made the best of things and built a roaring fire, curled up in their Hudson Bay blankets and went to sleep under the starry sky. During the night a red-hot cinder landed on my blanket and burnt a hole as big as a washbowl in it.

Our peregrinations sometimes took us far afield. In one of our trips we paddled and portaged for miles up the Nipigon River—a wonderful river filled with speckled trout. We were within ten or twelve miles of Nipigon Lake. I can well remember that our party was caught by Mr. Renison, the resident Church of England clergyman at the mission of Nipigon near Red Rock, and treated to a sermon of more than an hour's duration. It was raining but that mattered nothing to the zealous clergyman. He stood it and made us all stand it too. It was on that trip that I cut my knee and had to be paddled and helped over the portages home. I was in the Port Arthur Hospital for five weeks recovering from the wound.

A very interesting character whom I met at Port Arthur was an Englishman who went by the name of Dynamite Sutton. He was a gentleman, working for his living like ourselves, but his specialty was one that none of us would have cared to engage in. He was engaged to cart dynamite to the various contracts along the line. It didn't matter to Sutton how rough the road was. The way in which he would jog up and down the deadly line was a caution. I never heard of his being blown up in an explosion. Fortune in this case certainly favored the brave. Another friend of mine was not so fortunate. He invited me to spend the evening with him in his shack in the hills beyond Silver Current. I was unable to go and it was just as well. Some nitro glycerine which he was thawing out at the stove exploded and sent him and his shack into widely scattered portions of the adjoining townships.

The last survey in which I was engaged was in the vicinity of Jackfish Bay. We were to survey some copper and zinc locations there and part of our work consisted in having to carry out 160 pounds of quartz apiece on our backs to the lake shore for transhipment to Port Arthur for the purpose of having it assayed. I have carried rough weights in my time but that particular load was the worst I ever carried. Three miles through the Lake Superior woods, over boulders, down precipices and across deep ravines, without once laying down the burden taxed one's strength to the utmost. At the end of it we were so exhausted that to a man each bought a bottle of Northrop and Lyman's Vegetable Dyspeptic Cure at the local railway store and finished it to the last drop. Perhaps it is needless to add that it nearly finished us. But the alcohol in it was what we needed and what we simply had to have.

I would like to add something about the size of Port Arthur and Fort William at that time, but they were neither of them of great account either in size or importance. We chopped in the woods where some of the present large elevators in Fort William are situated and the biggest building in the place was the old Neebing Hotel, a white, wooden structure I suppose long since pulled down. There were very few houses in the place and what there were were unimposing. Graham & Horne were the chief magnates of the place and Sheriff Carpenter, I suppose, cut a figure of some sort in the social scale. I was not in the fashionable set at that time.

Port Arthur was far larger than Fort William.

There are many names that occur to me as those of people whom I met during my short and hectic sojourn on the north shore of Lake Superior. Amongst others that of Major Walsh, at one time a noted member of the Northwest Mounted Police; Rankin, a brother of McKee Rankin, at one time a somewhat famous actor; Oliver Daunais, a French half breed, who discovered the Rabbit Mountain Silver Mine; Kreissmann, a splendid pianist; Colonel Ray, a banker; Chisholm, a hotel keeper; Edwards and Webster, accountants. I remember Webster well, a fine good hearted chap, with a strong propensity for borrowing and a weak propensity for paying. Now and again others crop up, but as the years go by the memory becomes defective and it is only those of whom for some special reason the remembrance still lingers that spring out into the limelight.

The day came when I found I had my fill of adventure and hardship. It had proved a very useful experience. I had gone out to see the world in the rough and found it rougher even than I had expected, but it had cured me of one accursed vice of the Englishman. I had started in with an overweening pride of my nationality and in the belief that an Englishman was the superior of any other creature on earth. I had discovered that within decent bounds such a pride was right and fitting, but that it didn't make the Englishman, per se, any better than anyone else and that even in the outer ranges of civilization there was being reared a race of men who could hold their own in the company of Englishmen or any one else.

I returned home a chastened individual.

JOHN McINTYRE

BY MISS ANNIE E. McINTYRE

John McIntyre was born August 8th, 1817, at Glenorchy, Scotland. He came to Canada in 1841 and joined Sir George Simpson and party in Montreal. They travelled from Lachine to Fort Garry in bark canoes manned by French Canadians and Iroquois voyageurs. Thence across the plains and over the Rockies on horse back to Astoria at the mouth of the Columbia River. They visited San Francisco, Santa Barbara and the Sandwich Islands. From there they went north, calling at different places and reached Sitka, Alaska, on the steamer Beaver, the first steam boat to sail the Pacific Ocean. Crossing Behring Straits into Russia they journeyed on horse back across Siberia to Moscow, where they remained some time, returning after twenty months of travel. Many were the interesting stories told of this trip. I remember his description of Lake Baikal where he went in for a swim, as being "liquid ice." Returning with Sir George Simpson to Canada he visited many of the Hudson Bay Company's posts with him.

Fifty years later he crossed the continent again, this time in a luxurious Canadian Pacific Railway Pullman. On this trip he saw the wreck of the Hudson Bay Company's S.S. Beaver at Prospect Point, Vancouver, and was able through the kindness of the C.P.R. officials to secure some teak timbers from which he had a table made, which he valued very highly.

In 1847 he married Miss Jane Stone, and after some time spent at a Gulf Post was in 1849 sent to take charge of Brunswick House, a post near James Bay, where he remained for six years.

Leaving Brunswick House with their family of four little girls, three of them being born at this post, they travelled by canoe to Michipicoten, and thence up Lake Superior camping every night, as of course they had to keep near shore in their frail craft. The Rev. Father Kohler, S.J., begged passage with them from Michipicoten.

Arriving in Fort William August 1855, Mr. McIntyre remained in charge of the post, and later the District, until he left the service in 1878, when the post was practically closed.

In the early days the event of the year was the arrival of the Packet, a wooden box with sliding cover which was sent from Montreal with mail for the different posts. It was opened by the officer in charge, mail for his post removed,

sealed up again, and sent on by the couriers to the next post. When the box was empty, the out-going mail was forwarded in the same way to Montreal.

For some years the only white people were the Hudson Bay Company's little colony at the Fort, and the Reverend Fathers Chone and Du Ranquet, at the Mission. The latter was a missionary priest, and spent much of his time travelling. Then came Robert McVicar and his family, and in 1863 Captain Duncan McKellar and his family.

Friendships formed in those early days between these three families lasted through life.

At the Fort an event of great importance was the arrival of the inspecting Chief Factor or Local Governor of the Company, as for instance, Edward Hopkins, Robert Hamilton, Donald A. Smith (Lord Strathcona), Mr. W. J. Christie, etc.

In 1870 during the Riel rebellion when the troops were being taken over the Dawson route to Fort Garry, Mr. McIntyre was of great assistance to Colonel Wolseley, who was having great trouble and delay in getting boats over the rough Dawson road. He recommended their being taken up the Kaministiquia River and over the H. B. Co.'s canoe route. Colonel Wolseley did not think that this could be done, but after some discussion agreed. The boats, ten at a time, with troops and supplies were towed by a small launch from the Station, now Port Arthur, to Point de Meuron. Here they were turned over to the Indian guides and thence by portage and the water route to the head of the Lake of the Woods without loss or damage. Colonel Wolseley and his staff, among whom were some men who later became famous as Sir Redvers Buller, General Sir William Butler, Major Bolton and others, made many visits to the Fort and were entertained by Mr. McIntyre and his family.

In 1871 the S.S. Chicora of Collingwood arrived with a large party of members of parliament and press representatives. General Sir Charles Wyndham, a visitor to Canada at the time, was with them. Owing to a sand bar at the mouth of the River the party were conveyed in small boats to the Fort.

In 1872 Viscount and Lady Milton with their family physician arrived. They wanted a quiet place for the summer. The only available house was on Mr. McIntyre's farm at Point de Meuron where they remained for some months and where their son and heir was born. Another distinguished visitor in this year was the Earl of Dunraven. This was a busy summer. In September one of Mr. McIntyre's daughters was married to Captain John W. Plummer, she being the first white girl to be married in the district. The top floor of one of the store houses had been fitted up as a church, and here the ceremony was performed by the late Archbishop Machray of Rupert's Land, assisted by Rev. Widmer Rolph, Archdeacon Vincent and Rev. Dr. Bryce also being present. On the last day of December, 1872, the vanguard of the Canadian Pacific Railroad engineers arrived to run the line westward from Fort William. These were Frank Moberly, C.E., and E. F. Gordon, C.E.

In 1874 the Governor General, Lord Dufferin, with Lady Dufferin and their young son, Lord Clandeboye, and staff paid a visit to Fort William. After taking luncheon with Mr. McIntyre and his family they were shown over the Fort, the old stone store, built by the North West Company, being of most interest. This building had walls three feet thick, iron shutters and roof covered with bright tin. On these shingles many visitors' names were scratched, a few nails being kept handy for this purpose. The liquors, for which the Hudson Bay Company were famous, were kept on the first floor, the furs on the second until packed for England, and powder on the top floor. In some of the buildings were many relics of the old North West Company, flint lock guns, cutlasses, a barrel of shoe buckles and many other things of interest to visitors.

From time to time boats arrived from United States ports carrying many excursionists whose great desire was to see an Indian War Dance. With a few gifts, a supply of food, and the necessary paint, this was soon arranged, much to their delight.

When the Indians brought in their winter catch of furs they camped on the Island (No. 1) across from the Fort, where with their innumerable yelping dogs and beating of tom toms there was little rest for the light sleepers at the Fort.

Many delightful and interesting people visited the Fort, among them a number of Americans. Some of these returned year after year to spend the summer camping, the wonderful fishing being a great attraction.

When Mr. McIntyre retired from the Hudson Bay Company he built a home on the bank of the Kaministiquia River, where the C.P.R. Freight Office now stands near the Depot. In 1880 he was appointed Indian Agent for Treaty Number 3 Indians, travelling as far west as Rat Portage when distributing treaty money. Later the district was divided differently.

He had unbounded faith in the future of Fort William, and always declared that the Kam River would be a second Clyde. He was instrumental in having the post office returned to Fort William. It had been removed to West Fort William to accommodate the village which had sprung up when the C.P.R. made the place the terminal of the railway. The Postmaster General at that time fortunately was a personal friend.

On August 4th, 1857, he was appointed Preventive Officer of H. M. Customs, this commission being signed by Sir William Eyre, K.C.B., Administrator of the Government of the Province of Canada. In 1886 he was appointed Justice of the Peace. This commission includes Peter Warren Bell of Michipicoten so this Judicial District was the whole of Lake Superior.

He spoke English, French and Gaelic, and so was able to make himself understood wherever he happened to be. He was much interested in the mineral wealth of the district and made a fine collection of samples which were given by his daughter to the City a few years ago, as were also the cannon which adorn the steps of the city hall.

While at Fort William, three sons and one daughter were born to Mr. and Mrs. McIntyre.

Mr. McIntyre spent his declining years quietly at his home, where he was always glad to see his many friends. He died July 9th, 1899, at the age of 82 years and two months.

PLACE-NAMES

(From the Toronto Globe, by "A Bystander at the Office Window")

Some one with the time at his disposal and the ability to take infinite pains might do a great work for Canadian posterity by seeking out and compiling the old Indian names by which different sections of Canada were known when the white man first came. We see not only in danger of never being able to discover the literary meaning of many Indian place-names but in some sections self-conscious inhabitants have actually succeeded in having substituted for the Indian names some tetra word or words neither musical nor colorful.

Toronto is an exception having changed from York to the Indian word meaning the Great Meeting Place. Fort William, on the other hand, was known in the dim beginnings of its history, when it was headquarters for independent fur traders, as Wen-au-ech-ing. The spelling is one own and was formulated from the pronunciation given by an old Indian Chief now dead. He told us that Indians knew the original site of Fort William as Wen-au-eck-ing meaning the Big House, the Big House being the headquarters of the fur company.

In like manner the Indian name for the river with the three mouths that empties into Lake Superior at Fort William has had its original Indian name Kew maw new taw-quaw changed to Kaministiquia, which some writers would tell us was a combination of French and Indian languages, and means "The river of many mouths." Old Chief Penassie of the Mission Reservation once brought another venerable Indian headman to prove to us that Kaministiquia was really a corruption of the Indian name Kaw maw new taw quaw which word did not apply to the river alone but to the whole valley of Fort William, through which the river flows. Its literal meaning in Indian was "The place where there is always plenty of game."

These are but a few isolated instances of the danger of losing the real Indian place-names as time goes on.

NAME OF DOG PORTAGE

One expects to find throughout Canada lakes and rivers with such names as Whitefish, Sturgeon, Trout, Otter and Beaver, implying that the waters in question are the habitat of these animals. Almost as numerous as these are the lakes and rivers bearing the name Dog, but why they should be so called is not apparent. One outstanding example is one of the fur traders' routes to the West from Lake Superior which ascended the Kaministiquia river from Fort William, Ontario crossed Dog Portage to Dog Lake and continued up Dog river Several explanations have been given for this application of the name according to a report of the Geographic Board of Canada

The first known reference to Dog portage is as "portage du chien" in an account by the Intendant Begon dated 1716 of a journey up the Kaministiquia river to the Lake of the Woods made in 1688 by Jacques de Noyon The earliest explanation found by the Geographic Board was contained in the diary of a fur trader who, under date of June 16 1816 states that the name commemorates a tribe of Sioux who came to the region on a war expedition He adds that the image of a dog is cut in the ground on one side of the portage and at that time was still perfectly visible

Keating the United States traveller who crossed the portage in 1823 explains the name as due to the figure of a dog carved upon the hill over which the trail passes and adds that "this figure is nearly obliterated" Keating notes that "it is supposed to have been executed by a party of Sioux who had advanced thus far on a war like excursion"

Sir George Simpson, Governor of the Hudson's Bay Company who travelled west by this route in 1841, agrees that the name was first applied to the portage He states that according to the traditions of the natives two enormous dogs having taken a nap at the top of the hill on the portage, left the impress of their bodies behind them "and certain it is" he concludes "that such figures have been marked on the turf"

SIOUX LOOKOUT

The name Sioux Lookout was given the village just across the bay from the high rock hill on Pelican Lake south of the Canadian National Railway

At the time of building the railway many Indians had come to view the vast changes taking place The oldest of the tribe, Chief Keesick (Deysky) now 108 years old, was asked by an official of the railway the name that he thought should be applied to the new station There was no village there yet, and the old chief said "Sioux Lookout," in his Ojibwey This was interpreted to the official and the name was accepted. Later on the railway officials thought it best to change the name to a shorter one and the name Graham was chosen The village then growing up held to the original and historic name

Chief Keesick when requested to explain how the name Sioux Lookout originated, took his listeners over the old and interesting story of how the Sioux chief of the northwest territories had sent some of his young warriors east to meet the Ojibways who were coming up the prairies looking for the handsome Sioux women to make them merry wives. The Sioux flotillas of birch canoes arrived at this very suitable looking camping ground below the High Rock Hill and it was here that while the Ojibways were coming down the lake now called Pelican Lake the coming Sioux spied them from the top of the High Rock Hill, where young lookouts well armed with bow and arrow had been placed and invited the Ojibways to battle for supremacy and which of the two tribes should have the women. It is said that the battle was fought behind the steep and high Rock Hill, which yet can be seen and where some of the bones of the killed were found many years after. The remaining few warriors not killed narrated the story of the battle to their sons and Chief Keesick is one of them. Thereafter the spot was called Sioux Lookout, or in the Ojibway "Peena-ootch-sha wauh bah min".

(Told by J. D. Mackenzie, District Manager of the Hudson Bay Company.)

ORIGIN OF THE NAME SIOUX LOOKOUT

Many years ago the United States Government endeavoured to make a treaty with the Indians who were to give up their land and go onto reservations. The Sioux of Dakota and Minnesota refused to do this and General Custer with a regiment of soldiers marched against them and massacred many of their warriors and their great chiefs. The balance of the tribe had to leave the country. They were prairie Indians but they came hundreds of miles through hilly country and dense forests, fighting and taking the scalps of any tribe with which they came in contact.

The local Indians at that time were a mixture of Ojibway and Cree, but the majority were Ojibway, and they were warned of this tribe of marauders who were on their way to attack them, so they gathered in the deep ravine at the north side of the mountain fully prepared for battle. The enemy quietly approached from the south both by land and water, thinking they were unobserved. Stealthily they climbed the mountain to survey the country for signs of the Ojibway. Suddenly a flight of arrows from the ravine assailed them, and many were slaughtered. The Ojibways, uttering their terrible war cries were upon them. Some were hurled down the precipitous side of the mountain, others were thrown in the lake to drown and the remainder were taken prisoners. The captives were taken into the tribe and eventually intermarried with them.

The Chief of the tribe of the Lac Seul Reservation is the great grandson of one of these Sioux Indians. The Sioux are a much darker race than the Cree and the Ojibway. The Indians ever since have called the mountain Poinx Chaupioon or in our language "Sioux Lookout," for the unsuspecting Sioux had climbed the mountain to look across the valley for the Ojibway.

(Told by Zella Wright, Sioux Lookout.)

INDIAN LEGEND OF LOCH LOMOND

(A tale of the early 70's told by one who heard it from the lips of the participants. From the Times-Journal of 1906, by E. Robin.)

One night when camping at Loch Lomond, away back in the seventies, I met an Indian who had travelled from Grand Marais on a hunting trip. He was short of food and we gave him a liberal supply, also a little eye water, which had the effect of loosening his tongue and he told me the following story. This story was told him by his grandfather and must have happened at least two hundred years ago.

One day a party of two Indians and three squaws arrived at what is now known as Drumtochty, situated at this end of Loch Lomond. There they built their camp, which consisted of two wigwams and a storage tent made of brush. One of the squaws, a young and beautiful girl, had come with the party in search of an Indian brave named Big Wolf, who had told her that he would come back some day and marry her. At that time very few people visited Loch Lomond. The only ones outside of the Indians were a few white men belonging to the Hudson Bay Company who had occasionally gone hunting or fishing to those inland waters. Just at this particular time two white men were camping there. Their names were Fraser and Mackay. They had the Hudson Bay flag flying from their tent pole and the Indians at once made up to them, well knowing that wherever that flag was they would find friends. Nor were they mistaken as the Hudson Bay people and the Indians always worked amicably together. Well, when the Indians had made themselves known and told their story, Fraser and Mackay at once told them they would help them. It appears that the young squaw already mentioned had come a long way and was anxious to meet her lover. She had found out that he was in the vicinity somewhere and asked the white men if they had seen him. Fraser said that he thought he had seen him some days before at the other end of the Loch, where there was then a large Indian encampment. Next morning they all embarked in canoes, and two hours afterwards were at the place designated. On inquiry for Big Wolf, they found that he was out hunting and were asked to see his squaw. "Sun Kissed the Dawn," which was the young maiden's name, grew very pale on hearing this but concluded to see it through and sent at once to where Big Wolf's tent was located. At the tent she met a woman and one little child. Mackay, who was with her asked if Big Wolf was around, and the squaw replied no and that he went out at sunrise and would not be back till dark. Mackay then asked if she was Big Wolf's squaw and she replied that she was. "Sun Kissed the Dawn" on hearing this, turned round and went back to the canoe where her friends were and told them. Just as she was telling her friends Big Wolf came along and wanted her to come up to his wigwam, but the girl could not see it that way and entreated her friends to move away, but they would not go. She then applied to the white men who immediately put their canoe into the water with the intention of taking the girl back to Fort William. Big Wolf seeing this, got two other Indians and followed the white men, keeping out of sight all the while. The Lake happened to be very rough and Fraser and Mackay concluded to stay at what is now known as the Flatt Rocks, near Carp River, through which stream they went in search of fish for supper. While they were gone the Indians came up. They had landed in a bay near by and found out the white men had left the girl alone beside the canoe. Big Wolf caught the girl by the waist and flung her into the canoe, jumping in himself and bidding the others to follow. Just as they pushed the canoe away from the rock Mackay and Fraser sprang out from the swamp on to the rock, and Mackay unslung his gun, brought it to his shoulder, and put the contents through the canoe causing it to fill up leaving the Indians in the water. As they all could swim and the shore was only a few yards distant, they soon got back to the rocks. Fraser jumped up and caught Big Wolf as he emerged from the Lake. The two men struggled together but the Scotsman got the upper hand, and throwing the Indian on the ground drew his knife. Meanwhile Mackay held the others up with his gun. They did not seem to want to make any trouble, and told the white men that if they were allowed to go they would go back to their encampment. Upon hearing this Big Wolf got furious, and Fraser's attention being drawn to the other Indians Big Wolf sprang to his feet, and grasping his tomahawk made for Fraser, and would have killed him if Mackay had not promptly shot him down. During the fight "Sun Kissed the Dawn" was mostly unconscious but on hearing the shot she got up to her feet, and falling down in front of Mackay, said some words in the Indian language which Mackay could not understand, but he raised the girl to her feet and told her not to fear as Big Wolf was dead and they were going away at once. Fraser and Mackay proceeded to draw the now filled canoe from the lake, and fix it as best they could with some gum taken from the pine trees and part of the dead Indian's clothing. On reaching the other end of the Lake they camped for the night. Very early next morning "Sun Kissed the Dawn's" friends came along and the whole party took the trail back to Fort William where they had to stay all winter.

Mackay during the winter made the Indian girl his bride and next spring, when stores were getting low, he used to take a trip up what is now known as Mackay's Mountain every morning looking for the supplies promised them from the east. That is how Mount Mackay came to be known under its present name. Mackay soon after his marriage moved with his wife to Sault Ste. Marie where many of their descendants now reside.

(Note—Mackay was a free trader, living in Fort William sometime between 1821 and 1867, so the suggestion that this incident happened "two hundred years ago" is, of course, wrong. M.J.L.B.)

NORTH AMERICAN INDIANS

BY N M W J McKENZIE

Dear Madam and fellow members of the Thunder Bay Historical Society at their annual meeting in Fort William, Ont —

Having in past years read several papers before your Society, I have much pleasure at the request of the President to try and make one more contribution this time on Indians of North America—the origin and characteristics of some of the tribes

Having lived and traded with Indians for the greater part of my life in the service of the Hudson's Bay Company, I have had exceptional chances for observation and research on this subject throughout the length and breadth of Canada Any Indians that I have ever met have only tradition to support their many claims of origin and ancestry Their only real knowledge of their origin is that they are here because they are here they know not whence they came nor whither they go so from research and pre-historic records in the mounds and rocks, it has been fairly well established that the Indians of North America are the lineal descendants of the "mound-builders" who lived on this continent long before it was discovered

Christopher Columbus gave the name Indians to the natives of America because he thought he had reached India from Europe by the Western route The opinion is now very widely held that the Indians are the descendants of people who migrated from Asia at a very early period

In the course of many centuries they spread over the American continents and under widely differing conditions developed a great variety of manners and customs, and at the time of the discovery of America by Columbus were still in the Stone Age lived in tents and log huts and subsisted mostly by hunting and the chase In the State of Wisconsin are found the most extensive remains of mounds. These are constructed in the forms of eagles bears serpents and other animals which probably represent various tribal totems. It used to be thought that the mound-builders were an earlier agricultural and highly civilized race which the nomadic Indians exterminated but it is generally held now that they were not conquered by but were the ancestors of the historic Indian tribes. Some Indian tribes were found occupying the sites of mounds as late as a century after the discovery of America by Europeans. They had no domesticated animals except the dog

The land lying both north and south of the Great Lakes and extending to the Atlantic coast was formerly inhabited by numerous tribes described by the general name of Algonquin and lived by hunting and fishing The Indians of the Mississippi plain were hunters, living principally on buffalo meat. They housed themselves in skin tents and did not cultivate the soil.

In the Arctic region the Eskimos maintain a precarious existence depending for food mainly on the seal which they hunt from skin boats when the water is open and at other times from sleds drawn by dogs. Their numbers are small in relation to the immense stretch of land over which they range. They are thought to be connected racially with the Algonquins

The United States Government dealt with the Indians by treaties up to 1878 and after that by Congressional enactments In Canada the Government each year pays a certain amount of money known as "treaty money" and distributes a certain amount of provisions to every Indian on a reservation in accordance with treaties made originally with the various tribes Industrial schools also are provided by the Government and are maintained by religious organizations These schools may be attended without charge by Indian children in order that they may receive a training which will enable them to earn a living outside the reservation and so attain to privileges of citizenship

The number of Indians in North America about the year 1492, was estimated at 1 115 000 This number steadily decreased until about 1900, but since that date an increase in the Indian population has been recorded so that in 1921 it stood at about 460 000 for the whole continent The Indians in Canada number about 106 000 and their annual income from all sources amounts to about $12 000,000

There are many other interesting things about the various tribes of Indians in Canada There are still a few living on the Mission Reservation at Fort William who can claim to be the lineal descendants of the pre-historic Mound-builders, and the original owners of the soil. But who were the pre-historic Mound builders? No one knows and no one will know until the Sleeping Giant awakes rises and stands on the top of Mount Mackay and there, with outstretched arms proclaims in Thunder tones who his aboriginal and pre historic ancestors were

THE SPIRIT OF THUNDER BAY

BY THE LATE W. W. VICKERS

Nanna Bijou, in the liquid language of the Ojibways, indicates Thunder Cape, the sacred abode of the Great Manitou. The inspiration of the great fresh water lake finds expression in the melodious words, "Nanna Bijou."

Nanna Bijou greeted Medard Chouart, afterwards known in history as Des Groseilliers, Pierre Esprit Radisson and their fellow adventurers and fur buyers in the summer of 1662, and if the weary voyageurs ventured to paddle their canoes past the portal at eventide, the guardian of the forest, rocks and waters saluted them with vivid flashes of forked lightning and sonorous reverberating thunder. In days of old before Mount Mackay and Thunder Bay were separated by nature's convulsions, Thunder Bay was landlocked. Now Nanna Bijou standing at the entrance welcomes with fierce anger the visitors who approach from the far flung waters of Lake Superior.

Nanna Bijou saw the rocks and cliffs on the north shore of the Great Lake riven by the hand of man to enable the first Transcontinental Railway to forge the connecting link between the Atlantic and the Pacific Oceans. The spirit of progress was mightier than the god of nature. Nanna Bijou smiles on the great ships which plough the waters of the Lake and regards with favor the great white tiled tubular elevators which store the grain from the western prairies until it is transhipped to the grain carriers and becomes water borne. The works of man to Nanna Bijou were good and worthy of preservation.

The religious concept of the Ojibways was a spirit god who ruled their minds and hearts from the rugged promontory of Thunder Cape, sometimes known as the Sleeping Indian, and at other times the "Great Thunder Eagle." The spirit that hovered over the Indians was good and they prospered and multiplied under its protection. Medicine men were the priests as well as doctors and their chants and enchantments were based upon the belief that the Great Manitou was a potent god who could and would be propitiated by gifts and sacrifices. The simple faith of the Indians trusting to their belief in a beneficent god was all sufficient and until the missionaries brought the belief in a Christian God, to them, they knew no other god. Nature in all its rugged beauty remains but the Great Manitou, as Nanna Bijou, the spirit of the land, and the people have made way for Christian beliefs and ideals.

The missionaries from New and Old France were the first adventurers in the wilderness and they fraternized with the believers in the Great Manitou. Then came the explorers whose object was to extend the boundaries of New France and next the fur buyers, individual and corporate.

Colonel Garnet Wolseley blazed the trails and portages between the Great Lakes and Lake Winnipeg, the eastern and northern approaches to the River settlement, and civilization followed the ties and the rails which carried the transcontinental trains. Steam transportation usurped the romantic belief in the Great Manitou and the spirit of Christian ideals was promulgated among the wilderness people. The spirit is good under whatever name it may be called and is to-day guiding and controlling the destinies of all who believe in the paramountcy of good.

The Great Fiery Eagle of Thunder Bay was the symbol of the airplane which has spread its wings and is flying to the domain of Nenabushoo, the god of the earth's treasures, and Nanna Bijou, sphinx like, guards the portal to the riches of the wilderness untroubled and serene amid the hurrying of many mortals towards the hidden sources of mineral wealth.

WOMEN WHO WERE AT FORT WILLIAM 1855-1878

BY MISS ANNIE E. McINTYRE

Mrs. McIntyre, wife of John McIntyre, Hudson Bay Company factor, came to Fort William in 1855. The six years previous to this, she spent at Brunswick House, a Hudson Bay post near James Bay. During that time she did not see a white woman, or hardly any money, sending to her sisters in England for things that could not be obtained in the Hudson Bay Co. store. She had the unique experience of crossing Lake Superior in a birch bark canoe, quite an undertaking with four small children. She was very fond of her home, and being most hospitable, made many friends. Three sons and one daughter were born at Fort William. She died July 23, 1886.

Mrs. Robert McVicar and two daughters were the next white women to arrive. Mrs. McVicar was a woman of great mental ability. Her gentleness and unfailing kindness endeared her to all who came in contact with her. Miss Christina McVicar succeeded her father as postmaster, which position was retained in their family until the younger sister died in 1899. She had a keen sense of humour, which made her a most welcome and amusing visitor, besides being a staunch friend. Miss Victoria McVicar, a woman of charming manner and strong personality, was known throughout Canada for her courageous action in approaching Louis Riel, the rebel leader of 1870, to plead for the lives of his prisoners.

In 1863 some members of Captain Duncan McKellar's family came over from the south shore, and proved a very welcome addition to the small community. Some time later they were joined by the rest of the family. Of the ladies, Miss Kate McKellar (afterwards Mrs. F. C. Perry) was perhaps the best known to the public. She taught school for some years, and also took an active part in her church and Sunday School, and in fact, in all good work. She was kind and generous as all the family were, and never tired of well doing. Her work as president of the West Algoma Local Council of Women, and different organizations is too well known for me to enlarge on.

The youngest, and only surviving daughter, Mrs. Deacon, who was of a more retiring disposition, is, I think, best known to the public as the first Regent of the John McIntyre Chapter of the Imperial Order of the Daughters of the Empire. It was with difficulty that she was persuaded to take this office, which she filled with great satisfaction. As a charming hostess she is indeed very well known. In the early days she was in great demand as a pianist and as organist for many years of the First Presbyterian Church. The family were all musical and added much to the social life of the place.

I may truthfully and without fear of contradiction say that these three pioneer families were the soul of hospitality and always cared for strangers within the gate.

Our first public school teacher was Miss Groom, an Irish woman. She also edited our first newspaper, the "Perambulator." This she did with the help and co-operation of Mr Peter McKellar, who printed it all by hand.

Many noted and distinguished women visited the Fort in those early days, among whom were Lady Dufferin, Viscountess Milton, Lady Strathcona, Mrs Hopkins, wife of the Governor of the Hudson Bay Company, who was an artist, and another artist was Miss Killaly, both English; Mrs D Morrison, actress, Mrs. Molyneux St John, who was Kate Ranoe, actress and singer. This lady went from Fort William to Fort Garry by canoe over the Dawson trail in 1870, after the troops had passed up. Her husband was war correspondent for the Globe during the rebellion.

Mrs J Vickers, daughter of Mrs Moodie, authoress of "Roughing it in the Bush," etc., will I hope always be gratefully remembered by the people of Fort William for her most generous gift of Vickers Park.

Many Americans came from time to time, among them some charming Kentucky families. Mrs. Moore, the English wife of one, with her family remained for a winter. She was a great acquisition, being very talented musically.

Among other women, I should mention Mrs Bernard Rose, who was a frequent visitor at the McVicars. Then there was Miss Martin who, with three helpers, opened the first convent in the country at the Roman Catholic Mission. She was Lady Superior and taught French. Miss White taught the white children, and the others looked after the Indian school. Miss Martin was in great distress at not having any candle sticks for their chapel. On seeing some at our house she begged a pair of silver ones for their altar from my mother.

Another who could be mentioned is Miss D Fregan, who taught the public school after Miss Groom left and before Miss Kate McKellar came.

Mr E B Borron's family were of interest as his youngest daughter, Claire, in after years was one of the public school teachers. Mr Borron had at one time been member for Algoma.

LAC DES MILLE LACS

BY A BYSTANDER AT THE OFFICE WINDOW

(From the Toronto Globe, Nov. 20, 1928)

One of the Northern Ontario lakes, which have held a high fascination for writers and explorers, is that body of water known as Lac des Mille Lacs. Much misinformation has been written about it by writing men who have got off the train at Savanne, taken a canoe ride along the Savanne River to the upper tip of the Lac and then set out to tell the world about its mysteries. It would take many, many weeks in a canoe to thoroughly explore Lac des Mille Lacs, and the possibilities are that the canoeist if he did not have a guide along would many times lose his bearings, and perhaps get hopelessly lost.

The other day we ran across an item in which one writer wondered why the Lac was named Lake of the Thousand Lakes, instead of Lake of the Thousand Islands, thus indicating that he had not investigated the mystery at the southern end of the Lac, where islands and peninsulas of large size composed of what the northerners call "floating muskeg" are shifted about by high winds and change the whole surface contour of the water. In that end of the Lac at times one may thread through tiny inlets into what appear to be innumerable smaller lakes and doubtless the Lac derived its name from this feature. These floating islands and peninsulas seem perfectly solid under foot, and in the fall of the year are inhabited by game. The last time we visited the Lac we were with a hunting party which secured two moose, both of which were shot on a peninsula composed of floating muskeg. Two of the party who set out in a canoe to explore a chain of small lakes south of the Lac had a difficult time returning to camp because of a change in the shoreline on their return. A fur trader who was with the party informed them that this change came about through the peninsulas and islands composed of floating muskeg shifting with the wind.

It is a strange lake in many other respects, brooding at night in a strange silence that to the camper is awe-inspiring. On it may be seen the pagan Indian and his family paddling in his birch bark canoe to the trading post at Savanne, where he offers his furs in barter for flour and bacon and other household supplies. The Lac being beyond the height of land at Wraith, is Hudson Bay water, and along its shores and the shores of its tributaries is a country rich in game.

About midway down the Lac is an old Indian burial ground tucked away in a secluded corner of a heavily wooded island. The last time we were there one of the birch pole platforms remained intact. On it, sewn into swathings of birch bark, were the bodies of an Indian chief and his daughter, we were told.

The Indians of the locality being mostly pagan, are quite superstitious. They strongly believe in the evil spirit known as Windigo, and a brave who sets out hunting and finds what he believes to be signs left behind by this sinister spirit will turn about and go home, because, as he puts it, "the Windigo chase the moose away. Medicine woman mad', she made Windigo." While at the Lac we visited a hut inhabited by a medicine woman, where we saw her perform tricks such as making a home made chair follow her around the room like a dog. This woman was an adept at sleight of hand and high class trickery, yet she was so illiterate she could not read and could only count to sixteen.

At a reserve we noted houses in which several doors had been barricaded with cross pieces nailed over them, and windows that had been similarly treated. We were told that the Indians often do this when a death occurs in the family. They fear the spirit of the departed will come back for another member of the family, so to keep the departed one out, they nail up the old door and build a new entrance.

Among the Lac des Mille Lacs Indians it is the belief that if the spirit of a departed member of the family gets into the house and catches the eye of any one in the house that person will die. Hunters and rovers alike seek charms from the medicine men and women to bring them luck. We were successful in securing one of these charms which a moose hunter was carrying. It was contained in a small bottle securely stopped with wax. Later we had a chemist analyse it. The charm turned out to be composed of a combination of burnt cork and tobacco ashes.

THE LAKEHEAD CITIES OF THUNDER BAY (FORT WILLIAM AND PORT ARTHUR)

BY THE LATE W. W. VICKERS

The story of the settlement and commercial development of the wilderness lands on the north shore of Lake Superior interests and enthrals all Canadians who are native Ontarians. For upwards of fifty years the writer has been in intimate contact with the District and the people and an inherited interest has made for keen observation and close personal inspection yearly during the past quarter of a century.

The pilgrimages to the Head of the Lakes in the early seventies were events in my life and they represented adventures in the new and practically unknown lands in North Western Ontario.

The thrills of many discoveries of gold and silver prospects in the District were as exciting as the profitable mines subsequently developed in Cobalt. Inaccessibility lent enchantment to the prospect and many gold and silver mining companies incorporated under the provincial laws bear testimony of the faith of the shareholders in the promise of mineral wealth of the District. The lure of the profitable development of the minerals is still existent and the yielding to a very human trait plays its part in opening up new territory for settlement.

To have lived the past fifty years during which the country has been discovered commercially and transportation, steam, gas and electric, has made the uttermost parts accessible, there is a note of joy when the woods, waters and forests promise early prosperity for the children and grandchildren of the pioneer settlers of the period between 1850 and 1880.

This article should illumine and make enthusiastic the minds of fellow Canadians regarding nature's benefactions to a not undeserving people and teach them how to capitalize for the benefit of the world the supreme industrial power, Hydro Electric.

When one overlooks the Bay of Naples from Bertolini's Palace one sees Capri and Sorrento in the distance. The Bay is fabled in song and poetry, classical and modern. It is the culture of the Latins which lends colour to the view. The North American Continent lacks antiquity when celebrating its joy in possessing beauty spots. The beauty of the Golden Gate to the Pacific has attracted the admiration of sweet singers, but their songs are modern.

New poets and new singers will acclaim the beauty of Thunder Bay at the Head of Lake Superior. Maraday Park in Port Arthur is in location not unlike the heights in Naples and the outlook over the Bay is even more enchanting. The rugged promontory of Thunder Cape and the Welcome Islands supply the places of Sorrento and Capri. The distances are much the same but in Thunder Bay the water is fresh and is also deeply blue.

In the year 1872 the writer first visited the settlement of Prince Arthur's Landing and Fort William. The conspicuous physical features of the former were a huge rock at the water's edge of Thunder Bay and a few whitewashed buildings. There was no dock. The steamer "Chicora," known in the war between the North and the South as Blockade Runner "Letter B," was unable to enter the River Kaministiquia owing to a sandbar which had formed at the main mouth. The Hudson's Bay Factor at Fort William, John McIntyre, came out in a sail boat with his Indians and a landing was made at the Fort. Both banks of the river were thickly wooded and a few settlers had very small clearings. The Indian Mission, two miles up the river, was a busy place and under the wise guidance and control of Chief Missoubi enjoyed a normal life.

The beautiful valley of the Kaministiquia with Mount McKay in the foreground, was arcadian in its peacefulness and simplicity. The era of romance has disappeared with the birch bark canoe and the advance of civilization has created new problems which in many phases eliminate the sweetness and kindness of intimate living conditions associated with the isolation and loneliness of the wilderness. The whistle of the locomotive of a transcontinental train now supplants the Indian canoeman's melodious chant while paddling along the river waterways.

Upon the occasion of my first visit to Fort William the atmosphere was distinctly Scotch. John McIntyre, who had crossed the Continent in 1846 with Sir George Simpson, was in charge of the Hudson's Bay Company Fort. The McKellars (Peter, John, Archibald and Donald), the McVicars and the MacLaurins were clearing lands on the river for agricultural purposes, all of which lands are now in the limits of the City of Fort William. The province with a view to encouraging settlers sold lands at twenty cents per acre cash and the patent issued when eighty cents more was paid. There were no roads except upon government maps and the river and the bay were the means of communication and ways for transportation.

The Ojibways lived in a constant state of terror owing to the frequent hostile visits paid to them by the warlike Sioux from Minnesota. The Sioux had cut and blazed what

is known as The Old Sioux Trail from Pigeon River to James Bay The trail was a secret one When in 1870 Colonel Wolseley found that the road to Lake Shebandowan from Prince Arthur's Landing had not been completed he enlisted the assistance of Governor McIntyre of the Fort William Hudson's Bay Company Post and Simon J Dawson a civil engineer living in Prince Arthur's Landing and was able to transport his Red Coats by the Rivers Kaministiquia and Mattawin in crude batteaux Point de Meuron ten miles from the mouth of the Kaministiquia, was in those days a military camp Wolseley finally reached Fort Garry now Winnipeg at the junction of the Red and Assiniboine Rivers by way of Lake Winnipeg His arrival was unexpected and Riel with his followers evacuated the Fort without a shot being fired by either of the forces The Old Sioux Trail and water route were no longer secret as the Indian hieroglyphics and pictures marking the trail and portages were read and followed by the expeditionary force

Even in the most ancient of times rumours had it that the silver mother lode was close to the Old Sioux Trail and as the Sioux used at times silver-pointed arrows and belief was strengthened that silver in abundance could be discovered Prospectors from all over the world have since sought the mother lode but with the exception of Silver Islet at the toe of the Sleeping Giant in Thunder Bay there has been no successful silver mine operated

Canada's monopoly of the pulpwood industry encourages the investment of millions of dollars in pulpwood limits, pulp and paper mills and hand in hand with this investment is the development and expansion of the water powers of the swiftly flowing Nipigon and other rivers emptying into Lake Superior The intimacy between pulp and power is very close as without efficient Hydro-Electric power the production of pulp and paper and the trans-shipment of the streams of golden grain from the Westerly Provinces would be most difficult and expensive Cheap electric power is an economic necessity and in the manufacture of pulp and paper as well as the rapid loading and unloading of grain in and out of the elevators at Fort William and Port Arthur the Lakehead Cities on Lake Superior nature supplies this requirement The railways bring the grain to these cities and rail meets keel through the use of the twenty two elevators which have an aggregate storage capacity of over sixty-three million bushels and others are under construction The pulpwood limits are practically North and Northwest of Lake Superior and contiguous to the Nipigon Black Sturgeon Kaministiquia and Seine rivers Under the prudential regulations of the

Ontario Government which controls the pulpwood limits in this area all pulpwood must now be completely manufactured into paper in the Province of Ontario. The leases from the Province of Ontario to the pulp and paper manufacturers provide for the conservation of the pulpwood area to be cut through clearing the brush and replanting. Settlers who have purchased their lands from the Crown are still permitted to sell their pulpwood for exportation.

It is difficult, under present day conditions, to recast the early explorations of the country abutting the North Shore of Lake Superior. Today one finds two of the brightest cities of their population in Canada and accessible by steamers during the season of navigation in thirty-six hours and by train at all seasons of the year in twenty-four hours from Eastern Ontario, and twelve hours from Winnipeg in the adjoining Province to the West, Manitoba. Before the advent of a through railway from the Atlantic to the Pacific in the month of November, 1885, the Head of the Lakes was isolated from civilization for a period of six months each year and the pioneers, when the emergency of a visit to Eastern Ontario arose, were compelled to snowshoe the whole distance on the ice-covered Lake Superior and Lake Huron to one of the Georgian Bay ports where the railways terminated. Today with two daily newspapers, telegraph, radio and the telephone these cities do not differ from any other cities in Eastern or Western Canada and are as closely in touch with commerce, politics and society as the people in Toronto, the seat of government of the Province of Ontario.

PULPWOOD

In the Lakehead Cities of Fort William and Port Arthur there are four pulp and paper mills, two within the limits of each city, and another pulp and paper mill is now in the course of completion on the Nipigon River. Each of these structures is large, necessarily located upon the river bank or the water front, as the case may be, and travellers, saws, barkers, crushers and pulp and paper machines are operated by electrical motors, and electrical power enters into every operation from the time the pulpwood is picked up in the stream by the traveller until the paper is rolled into the cars. The capital expended in connection with the construction of the buildings, the installation of machinery, as well as the purchase or leasing of limits, is large, but Canada's monopoly of the production of newsprint and paper invites the investment of a large sum of foreign moneys in the establishment of the paper business.

In one mill at Fort William two machines produce 218 miles of paper daily, a sheet being 30 feet wide, and the essential qualities are all preserved, strength, finish, formation and colour with freedom from holes or defects of any kind. One modern newsprint machine producing 120 tons of paper a day requires the wood from 36 acres of forest land to maintain its operation and the total daily production in Canada means that the trees have to be cut from 1600 acres or 2½ square miles of land. The Canadian newsprint mills have a capacity of over 1,500,000 tons per year and averaging 1½ cords of wood to each ton of paper the consumption of wood to make 1,500,000 tons of paper would be 2,250,000 cords of pulpwood.

During the winter season pulpwood is piled on the shore line of the Bay in front of Port Arthur for the use of the local mills and export to the United States.

Even the ice is utilized for the same purpose, booms inside the breakwater preventing loss when the annual break-up occurs.

The distribution of the product is becoming a greater problem than ever. New railways have been projected to the limits having terminals at Albany River and to the markets south of Pigeon River, the boundary between Minnesota and Ontario. The demand for paper and newsprint has increased and there is no difficulty on the part of any of the mills in disposing of the whole of its products.

POWER

Fifty years of progressive development is a relative statement concerning any part of the Province of Ontario. When applied to the District of Thunder Bay at the Head of Lake Superior, the largest of the great inland lakes and the boundary between the United States and Canada, there is a special significance. In no part of the Province has the transformation from the wilderness to the varied commercial and industrial conditions been more complete. From small isolated communities depending for support upon very limited means of developing the lumber, fur and fish industries, the Lakehead Cities of Fort William, the River Port, and Port Arthur, the Lake Port, have now an aggregate population of about forty-five thousand people and their transportation facilities, rail and water, including the grain elevators and pulp and paper mills are of profound interest to the people of the world. In the early upbuilding of commerce the people of these cities were dependent upon steam, either on land or water. Now Hydro-Electric power has become an industrial factor which seems capable of infinite expansion. The rocky

North shore of Lake Superior is cut here and there by different rivers, all of which are capable of being harnessed for the development of electrical energy. The cost of the erection of dams, power houses and transmission lines is fabulous but the capacity for the production of a merchantable article like electrical energy cannot be accurately measured. It has been estimated that about 24 per cent of the Hydro power in Ontario is now utilized and some of these water powers are located on the Arctic Watershed and others on the Lake Watershed. The locations of the power stations seem no longer important, provided that the market for the power can be reached by transmission lines. In the Province of Ontario the Hydro-Electric System have erected a plant at Cameron Falls on the Nipigon River which now produces 50,000 horse power with a potential increase of another 10,000 horse power and this 60,000 horse power will be further supplemented by a new power station which it is proposed to erect two miles nearer Lake Superior on the Nipigon River at Alexander Falls which will be capable of producing 69,000 horse power and will entail a capital investment by the Hydro-Electric System of $7,500,000. The market for this power is in the Lakehead Cities and the industries dependent upon this power are the pulp and paper mills, as well as the maintenance and operation of the huge grain elevators. The twin transmission lines from Cameron Falls to Port Arthur are about 80 miles long and from the heart of Port Arthur to the heart of Fort William is in the neighbourhood of 5 miles. The Kaministiquia Power Company taking its power from the Kakabeka Falls and the rapids above generates 35,000 horse power. With so much electrical energy available for use in industries of every kind the future of these cities is one of assured prosperity. The expansion of the pulp mills to paper mills to fulfill the requirements of the Government will lead to heavy capital investments and the operations in the pulpwood limits and in the mills themselves will lead to the employment of much skilled labour as well as unskilled. The supply of raw material for pulp is practically inexhaustible and, as has been said, the expansion of electrical power to take care of the raw material is unlimited. Untold wealth is in the rocks, forests and marshes of the wilderness and the near wilderness.

The use of the waters of Lake Michigan by the City of Chicago in connection with its drainage system involves the diversion of the waters of the Great Lakes to the Mississippi Valley. The volume of water withdrawn is said to be 5,000 cubic feet per second. The effect is to change the standard water levels of the Great Lakes, and the continued use of the public works in aid of navigation constructed at great cost by the Governments of Canada and the United States is imperilled. Unless the States affected and Ontario are able through joint action to stop the wrongful use of the water there appears only ruin for navigation on the waters, improved and unimproved of the Great Lakes.

The Greater St. Lawrence Waterway is a vision of the people at the Head of the Lakes. Duluth, Minneapolis and St. Paul are enthusiastic supporters of the plan.

The international aspect creates both advantages and difficulties in the promotion of the plan.

The Hydro Electric possibilities of the St. Lawrence independently of, and incidental to the deepened waterway plan are now under serious consideration by Canadian and United States engineers. The engineering estimates of the cost of the development of 2,400 000 horse power within five years are $238 000,000. Canada would share equally in the power developed and in the cost of production. The relative importance of the deepened waterways and Hydro Electric power plans are in sharp contrast when consideration is given to the economic advantage of the use of the deepened waterways and the sale of Hydro Electric energy for commercial purposes.

In the month of January, 1926, the Ontario Government entered into contracts with five pulp companies at the Head of the Lakes to supply certain quantities of pulpwood annually for a period of twenty one years with two extensions thereafter each of ten years. It is estimated that 200 000 000 cords of pulpwood are available for manufacture into pulp and paper and newsprint. At the present time the production of newsprint is 2 500 tons each day from which is derived a governmental revenue of $600 000. The new contracts for the supply of pulpwood entered into will increase the production to 4,500 tons per day and the revenue to $2,000,000 per annum. Provision has been made for reforestation and the area covered is 20 000 square miles East and West of Lake Nipigon. It is intended to expend $70 000 00 additional capital in the development of the pulpwood resources. The natural increase in population will be at least forty thousand. The pulp companies have agreed to completely manufacture newsprint and paper in the Province and will extend their plants by installing paper-making machinery. The conversion of the wilderness into profitable pulpwood areas goes on apace and soon lands unsurveyed, unmapped, without topographical and geological legends will be few in the neighbourhood of James and Hudson Bays.

GRAIN

Twenty two elevators, part on the banks of the River Kaministiquia and part on the shore of Thunder Bay, represent the storehouses through which the five principal grains are transferred from the railways to the holds of the grain steamers In the early days the elevators were vast wooden structures, readily inflammable, and with very few contrivances to facilitate the handling of the grain Today the elevators are palatial tubular structures, handsome in appearance and workmanlike in their operations. Internally they are marvels of efficiency They require few hands to operate and there is a vast deal of electrical power used in all their operations.

It is difficult to measure the crop for the year 1925 but the five principal grains which passed from the railways to the elevators and thence into the holds of the grain carrying steamers through these ports aggregated 305,422,574 bushels This total was represented in bushels—Wheat, 224,586,636 Oats, 29,957,161 Barley, 30,528,617 Flax Seed 6,462,875 Rye 3,687,283 Yet another computation shows that this total represented 866 cargoes in Canadian vessels and 527 cargoes in United States vessels and 7 cargoes in vessels of other countries In the year 1925 the shipments to the United States ports were in excess of the shipments to Canadian ports—148,298,197 bushels against 157,286,416 bushels. Not unnaturally Buffalo leads all the receiving ports of either country for 1925 with a total of 115,509,566 bushels. The Canadian crop was in 1925 a good average crop and as there was a failure in Argentine Wheat the price paid for Canadian wheat was satisfactory to the growers In the span of a lifetime one has seen the time when not one bushel of wheat was received at the Lakehead Cities for trans-shipment. When the Canadian Pacific Railway was opened for traffic from Winnipeg to the Head of the Lakes elevators of the old type were erected The package freight steamers on the Lake were sufficient for the amount of grain received With the increased settlement of the Western Provinces the flood of grain from Alberta to the Lakehead Cities began New elevators became necessary and the modern efficient types were erected. The cargo steamers in sympathy improved in size and carrying capacity with the result that many cargoes are in excess of 500,000 bushels

Power whether steam, electric or gasoline, has played its part in reducing the wilderness of rock and water to terms of commercial advantage It is a striking comment that five sixths of the Canadian flax was marketed in the United States. The investment by the two railway companies is $3,500,000,000 and $1,500,000,000 have been devoted to the construction of railway lines for the transportation of the grain and other commodities from the Western part of Canada to the Head of Lake Superior.

In the month of November 1925, Canadian grain inspectors checked 66,056 carloads of grain, 54,917 of which carried wheat, probably the largest number of cars ever received at the Lakehead Cities in one month in the history of transportation.

PARKS

Municipalities adjoining and themselves removed from other municipalities concentrate upon the perpetuation of early conditions. Their history is romantic and in the establishment of great natural parks the citizens are constantly reminded of the progressive movement towards higher and more expansive development of their resources.

In Fort William Chippewa Park represents an area of 750 acres bordering on the shore of Thunder Bay and invites the citizen and the visitor within its gates, as well as the motor tourist, to contemplate the grandeur of Nature under primitive conditions. The birch bark wigwam and Zoo serve as reminders of life in earlier and less hectic days. Peace and quietness reign and the wilderness is a sanctuary for the flora and fauna, and the animal and bird life of the District.

Current River Park in the East end of Port Arthur is a similar resting place with the Lyon Drive as an added attraction for the home or visiting motorist.

THE PEOPLE

The development of the District of Thunder Bay which has a territorial area of 340,000 square miles proceeds in an orderly way. Industry and commerce follow the accepted precedents and each year marks some new steps in advancement.

The mental and physical activities of the people are at present devoted to the work in connection with the service clubs and ability of an exceedingly high standard is shown in the control and management of the clubs. While these clubs serve a limited useful purpose the question arises whether the same amount of thought and time expended upon the management, control and administration of the affairs of the District under County organization would not bring greater rewards and create a greater unity of the peoples of the Lakehead Cities.

The linking of the Townships and city corporations in one body would afford opportunities to the ambitious and talented youth of the District.

For fifty years the District has been under the direct control of the Provincial Government. The people have always looked outside for money, help and guidance. They have been kept in leading strings and their independence of thought and action is restricted.

Some day in some way the District will attain its freedom from outside control and the sturdy, virile people of the North Country will show the fruitage of the excellent educational advantages, as well as living conditions enjoyed by them.

The District will be developed through its own natural resources directed by people who know where they lie, how they can be used, and the manner in which they can be marketed to the greatest advantage of the District.

The people have ample leisure and the automobiles owned in the Lakehead Cities have a value of over $1,000,000. The highways are kept in admirable condition by the several municipalities, city and township. It is no longer a hardship to be compelled to live there in any season of the year. The people are friendly with each other and with visitors from all over the world.

The old demon of isolation has been relegated to the District of Patricia and the North Pole. With an increase of 40,000 people during the next few years consequent upon the enforced expansion of the paper making industry, the people will become broader minded and too busy to waste time in petty intercity differences.

When the Canadian Pacific and Canadian Northern Railways were under construction Westerly and Easterly of the Lakehead Cities the people were migratory. A large number moved as the sections of the railways were completed. There was a feeling of impermanence and the energies of the people were directed rather to the building and operation of the railways than the upbuilding of the towns. This unstable condition has now passed and the cities retain their inhabitants.

The assumption by all the citizens of municipal responsibilities creates a new civic spirit which is based on broader lines and encourages the hope that the Lakehead Cities will be controlled by one municipality. Nearly thirty nationalities make up the population of the two cities and there are as many religions. Religious intolerance is not encouraged and the people are united in all endeavours to promote the development of the District.

The Ukrainians are an important factor in West Fort William and their churches and cemeteries remind one of the barbaric splendour of South Eastern Europe. The children are rapidly becoming Canadianized under the teaching of the public schools and their aptitude in learning their lessons enables them to educate their parents. The melting pot works overtime

The month of August in the early eighties was the picnic period Day steamer excursions to Thunder Cape Silver Islet Welcome Islands and Pie Jarvis and McKellar Islands gave pleasure and instruction to youth and age The men took miner's picks and fishing poles and the women and children adventured in milder ways.

The life was full of joy and contentment and was most healthful for all concerned All responsibilities were put to one side and every excursion was an event worth remembering A picnic basket shared meant acquaintance, friendship and goodwill "The Neff" and the "Three Friends" no longer float.

It is idle to attempt to prophesy what will happen in the next fifty years It might be of advantage to concentrate upon the next five years and study carefully the progressive development of the basic industries in which may well be included the super development of the water powers in the District The District is a veritable Pandora's box the lid of which is about to be lifted

HISTORY OF THE CANADIAN PACIFIC RAILWAY

BY A. F. HAWKINS

Madam President and Members of
the Historical Society, City of
Fort William.

First let me express to you my great appreciation of being here with you to-night and also to thank you sincerely for the honor you have conferred upon me in asking me to speak to you on the early history of the Canadian Pacific Railway.

In 1868, an Imperial Order in Council gave Rupert's Land and the North West Territories to the fledgling Dominion. Manitoba entered Confederation in 1870, followed by British Columbia in 1871. The Dominion of Canada now extended from the Atlantic to the Pacific—but in name only. A railway linking East and West was needed to develop a national spirit in the far-flung people. Rebellion and secession threatened the stability of the young country in those difficult years. When the Riel Rebellion broke out at Fort Garry in 1869, troops from the East took 95 days to reach the disaffected area. So long as the North West remained isolated from Eastern Canada, there would be danger of further outbreaks. The physical barrier presented by the rocky north shore of Lake Superior kept Ottawa from a sympathetic appreciation of the problems of the white and half-breed settlers on the prairies. The discontent along the Red River was so apparent that the United States sent a special agent to Winnipeg to report on conditions. His opinion was that the "speedy Americanization of that fertile district was inevitable" unless the British connection was strengthened. The question of annexing the North West had even been discussed in the Congress of the United States.

The threat of secession came from British Columbia. As part-price of its acceptance of Dominion authority in 1871, British Columbia had written into the Terms of Union a clause binding Canada to "undertake to secure the commencement simultaneously within two years from the date of union of the construction of a railway from the Pacific towards the Rocky Mountains and from such point as may be selected east of the Rocky Mountains towards the Pacific to connect the Seaboard of British Columbia with the railway systems of Canada; and further, to secure the completion of such railway within ten years from the date of union."

Ten years from 1871 the hopes of the Fathers of Confederation had been only partly realized. The nation was not a unit. The energy which might have been utilized for the commercial development of the nation was spent in agitation and argument. Macdonald's first attempt to build the railway as a Government enterprise had ended in his resignation in 1873 and in Mackenzie's succession to power.

Mackenzie believed the construction of the railway within the allotted ten years an impossibility, so that the Dominion therefore was not bound to observe the full letter of its promise to British Columbia. He remained in office until 1878. In that time, the Government let contracts for two small sections of the railway, from Selkirk to Emerson and from Selkirk eastward.

Macdonald was returned to power in 1878 on the so-called National Policy. He carried on Mackenzie's programme of piece-meal construction for the next two years, letting contracts for the completion of the line from Port Arthur to Winnipeg, for the line westward 200 miles from Winnipeg, and the line from Yale towards Savona's Ferry in British Columbia. Only 264 miles of the main line had been built when the ten years agreed upon for its completion were nearly up.

Something decisive had to be done at once. Macdonald had no choice. Millions of public monies had already been sunk in the project. The nation's word was pledged to the completion of the railway. Yet Canada faced bankruptcy if saddled with the huge additional outlay necessary to build the railway from coast to coast.

Macdonald announced his intention of entrusting the stupendous enterprise to private interests. He went to George Stephen of Montreal, a merchant and banker who had made a startling success in reviving a small railway in the western United States. Macdonald was not particularly friendly to Stephen. Stephen was the one Canadian he knew who might possibly be able to build the railway, and Macdonald wished above every other consideration to keep control of this main artery of the new Canada within the country.

It is probable that if Stephen and his associates had a fore-glimpse of even a part of the difficulties, abuse and bitter antagonism they were to endure before they completed their task, they would never have undertaken it. They were not young. They had already achieved hard won successes and were looking forward to retirement from business cares. Their motives in accepting the work could not have been other than patriotic.

Few men of that day believed the railway could be completed and there were fewer still who believed that once completed it would ever be made to pay. Judged by the money already expended by the Government in building a very small portion of the whole railway, the capital outlay threatened to be enormous. In all the Northwest there were only 165,000 people. It was hard to imagine traffic originating on the prairies and the Pacific Coast in volume large enough to pay the bare operating expenses of the railway.

The contract calling for the completion of this railway was signed on Oct. 21st, 1880, and called for it to be completed within ten years. Special representatives were sent to England and the greatest financiers of the world were interviewed with regard to raising capital for this great enterprise, but they were told that the scheme was impracticable, foolhardy and wild-catting, but such men as Geo. Stephen, Duncan McIntyre, J. B. Hill, Richard B. Angus and others had given their word to the Parliament of Canada and defeat could not be entertained for a moment. They had plighted their reputations, their fortunes, their all, therefore notwithstanding what difficulties, what obstacles were thrown in their path, they were filled with a great determination, a wonderful courage, which helped them to overcome what seemed to be insurmountable difficulties.

If we had time to follow these early pioneers through those difficult years of construction, we would come to a better realization of the great obstacles they had to overcome. In one instance a lake had to be lowered ten feet. Over 12,000 men and 5,000 horses were employed at one time in the building of the railway around the north shore of Lake Superior. Three dynamite factories had to be built, the dynamite alone cost over $1,200,000, three miles of track which had to be built around Jackfish Bay cost $1,200,000, one mile alone costing over $700,000.

Time will not permit me to go into further details. Suffice it to say that due to their indomitable spirits success crowned their efforts and we find that it was on November 7th, 1885, that the last spike was driven, at a little halting place in British Columbia called Craigellachie. The ceremony was performed by Mr. Donald A. Smith, surrounded by a representative body of men, who with brief words of congratulation, lifted a hammer and with the well directed blows of a man not unaccustomed to manual exercise, drove in the last spike of the Canadian Pacific Railway—which opened up to the commerce of this country the lands and peoples beyond the Pacific Ocean.

Before nightfall of the day which witnessed this memorable ceremony, a telegram arrived from the late Queen Victoria, through the Governor General, Lord Lansdowne, graciously congratulating the Canadian people on the national achievement, which Her Majesty was well advised in regarding as of great importance to the whole British Empire.

Let us not overlook the fact that the railway was completed in less than half the time the Government contract called for.

We all know the wonderful development which immediately started at the completion of this railway; the great uncultivated lands of Western Canada have since been turned into the greatest grain producing country in the world; hamlets, villages, towns and cities have sprung up all over this vast Western country—showing a development unparalleled in the history of the world. In addition to this the Canadian Pacific has bridged two mighty oceans, has connected four continents and has taken the name of Canada to the farthest corners of the earth.

Since 1885, the Canadian Pacific Railway has expended nearly $75,000,000.00 for colonization, land-settlement, irrigation, etc., a sum greater than that expended by the Dominion of Canada on similar work over the same period. The Canadian Pacific Railway Company has established more than 55,000 families on lands in Canada and has settled more than 30,000,000 acres. If time would permit, I could go on enumerating the part that this Company has played in the development of our country.

This development, together with the expansion and growth of the Canadian Pacific Railway, is a much more intensely interesting story than any fiction book ever written, because it involves the history of men who by their courage and their devotion and loyalty to Canada made possible the great development that has taken place. Let us picture for a moment those millions of acres of uncultivated prairie lands, this wild and rocky north shore of Lake Superior, the many hundreds of miles with comparatively few settlers; then when we remember these men who were the founders and builders of Canada's first transcontinental transportation system, we cannot help but realize what a wonderful vision they must have had that would enable them to have faith in Canada's future and see those millions of acres turned into bountiful fields of golden grain ripening for harvest. This helped them to realize that the great essential thing at that time was to be able to find some means of compressing the vast distances, levelling the mountains and erasing the wildernesses, which isolated the people one from the other.

The founders of this great railway and the men who succeeded them have been largely responsible for its phenomenal growth. In the brief space of less than fifty years the Company has grown from very small and obscure beginnings until it has reached such a magnitude that the sun never sets on its possessions. To-day it owns and controls 20,146 miles of railway, 73 steamships with a gross tonnage of 396,800 tons. It owns a chain of 13 hotels in Canadian Cities and summer resorts, and 11 bungalow camps in the Rocky Mountains and Ontario, a telegraph system with 138,564 miles of wires and 24,800 miles of cables carrying messages not only to every important point in Canada, but to every important point in the world. The Canadian Pacific Express Company affords Canadians a world wide transportation and financial service of inestimable worth. It operates by land and sea over 81,336 miles and has 7,044 offices and correspondents at home and abroad.

It might be interesting to note that value of a twelve car passenger train is $685,000.00. The total cost of rolling stock in average freight trains between Winnipeg and Fort William is $284,000.00. During the grain rush, an average of twenty-four trainloads of wheat leave Winnipeg eastbound containing rolling stock to the value of $6,816,000.00.

There is also a similar movement of equipment westbound from Fort William which makes a total value of freight equipment moving daily between Fort William and Winnipeg of $13,632,000.00; when you add to this our four transcontinental trains, you can add another $2,740,000.00—which makes a daily investment of rolling stock alone running over this division of $16,372,000.00.

Now let us look at the development of our Twin Ports which has taken place in recent years. The Canadian Pacific Railway Company built the first elevator at Port Arthur—which is known as the "Horn Elevator"—in 1883; this was followed by the building of "A" in 1887, which was afterwards followed by "B", "C" and "D". The first elevator to be operated by interests other than the Railway Company was the Empire Elevator, which commenced operations in 1904. This was followed by Ogilvie's, Consolidated and Western Terminal Elevator. Just as soon as the Railway Company saw that other companies were providing storage for the handling of grain, it discontinued activities in elevator construction.

To give you some idea of the great growth and expansion of our Twin Cities the following figures will be interesting:

The C. P. R. handled during the crop year of 1900-01	5,959,920 bus.
The C. P. R. handled during the crop year of 1910-11	52,027,350
The C. P. R. handled during the crop year of 1920-21	112,000,000

The C. P. R. handled during the crop
year of 1927-28 ________________ 176 034 560

In looking over the freight handling through the various Canadian Pacific Sheds at this point I find there has been a gradual but steady growth since 1915 as the following figures will indicate:—

Year	Tonnage Handled
1915	457 069
1920	428,265
1921	495,819
1922	495,317
1923	565 380
1924	589 667
1925	573,593
1926	609 137
1927	658 346
1928 (10 months)	567 687

In less than half a century the Twin Cities have grown from one small elevator with a capacity of less than half a million bushels to the largest grain handling port in the civilized world with a total capacity of 85 000 000 bushels. In addition to this we are equipped with most modern freight handling devices and other very important industries such as paper mills, etc and yet we have hardly touched the fringe of our great natural resources There are yet millions of acres of land to come under cultivation in addition to the great mineral resources as yet undeveloped If this great development has been possible during the last fifty years who can predict the future of Canada?

I think we might say with every assurance that the prophecy of Sir Wilfrid Laurier will surely come true and that the Twentieth Century will surely belong to Canada.

HISTORY OF NEW ONTARIO

BY MISS M. J. L. BLACK

New Ontario, as generally understood, covers all the territory north of the Nipissing and French Rivers and Lake Superior, and west of the Quebec boundary, for this entire district has a unity of history and interest that cannot be divided. In spite of this statement you will find me focussing my attention on the Kaministiquia and you might naturally charge me with being partial to my own section. The criticism would not bear examination, for to all the early explorers this entire district of Ontario was of but slight interest. They all passed it, dazzled by the glamour of the Orient and the western sea, their eyes being holden that they should not appreciate the wealth and beauty that lay at their hand. It was these explorers who featured the Kaministiquia and not I, for they saw in it the entrance to the great mysterious land of promise for which they were looking. The importance that they gave this, as a transfer point, does not lessen our own appreciation of the possibilities of this spot, for it is a recognized fact that all great cities have grown up on sites that were considered strategic points by the Indians and early explorers.

The exploration of this great area—nearly 400,000 square miles is still in its infancy, only the outer edge being touched, but it is well to recall some of the heroes who have trodden that fringe, for in the stories of their lives one finds the history of Canada as well as that of our immediate District.

Champlain, the "Father of New France," came to America in 1608. His instructions were to open up the fur trade for the benefit of the government—his own life desire was to make use of the fur trade to open up the country for settlement purposes,—so within a few months of his arrival in the country he was working his way up the Ottawa, down toward the Lake that was to bear his name, hither and thither covering an extraordinarily wide district. In 1611 he heard of the waterway to the James Bay and his imagination was fired when he had an interview with a young Frenchman, Nicholas Vignau, who had been living among the Indians and who reported having visited the northern sea. The Indians undoubtedly used the waterways from the Ottawa to the Bay but probably only slightly and the stories that they told the imaginative Vignau were founded on fiction quite as much as on fact. Such as they were, aided by Vignau's own inventiveness, they were sufficient to fool Champlain himself, who started with four servants, including Vignau, to follow up the route

They had only gone a short distance up the Ottawa, when Vignee was made to acknowledge that his claim was a hoax, and that that was the limit of the district he had seen. Disappointed Champlain returned to Quebec. He was not discouraged though, for two years later he returned to the Ottawa, and after a long and arduous trip discovered the Nipissing and the route through to the Georgian Bay and then turned down south. Many years later, in 1867, a souvenir of that early trip was found between Mud and Turtle Lakes, a surveyor's instrument, an astrolabe that bore the initials of the great explorer.

Etienne Brule, who was later to be the first white man to put his eyes on Lake Superior, was a servant of Champlain. As his name has been given to one of our bays, it is of added interest to us to learn of his character as well as of his deeds. Parkman, in referring to him says, "Brule, that pioneer of pioneers, the famous interpreter." He understood the Indians and had but little trouble in getting on with them, though in the end he was killed by them when he attempted to rescue one of his helpers. Brule accompanied his master on many important trips but also did a great many on his own. He had already explored the upper reaches of the Ottawa before Champlain got across to the Nipissing, for the Champlain map of 1612, indicates lakes Temiskaming, Kapawa and the rivers Mattawa, Antoine and Jocko, all of which had undoubtedly been discovered by Brule.

Jean Nicolet's great discovery was Lake Michigan in 1618, and as far as I know he did not come up into this part of the country at all. His influence however reached us, for in definitely opening up the Nipissing French River route and establishing friendly relations with the Indians he gave to the French the monopoly of the fur trade for many years. Nicolet was certain that he was on his way to China, so he carried with him a very gorgeous Chinese outfit, in which to greet the oriental potentates.

While the Nipissing French River route was practically the only way to get across to the Great Lakes, its popularity was greatly increased by the fact that it was fairly safe from the Iroquois, so a point as far off as the habitat of an Indian people, has had some bearing on the opening up of our part of New Ontario.

The next important epoch in the history of discovery in this part of the country was that of the brothers-in-law Groseilliers and Radisson. They explored Lake Superior in 1654-56. The south shore they covered carefully and it is believed that they also reached the James Bay via the Albany River, probably following the old Sioux trail. They returned by Moose River to Lake Superior and then down to Quebec, carrying with them a great consignment of furs. On their arrival they were treated badly by the government and their furs seized. The French official little realized how far reaching this act was to be. As a result of it, the two French explorers left the French service and went over to the English and ultimately persuaded the latter to form the great company that was to be called the Hudson's Bay Company.

In the meantime though, Father Allouez was also doing some exploration in the interior, reaching Lake Nipigon. Here he established a mission among the Indians who were of the Nipissing tribe. One would infer from Father Allouez's report that he felt that mission work in this western part of the country should be done from fixed points, with men to work for their maintenance and chapels for religious services. Probably if his hopes had been realized it would have introduced a permanency to Indian life and settlement that might have helped to open up the country much sooner than it has been. He however had to return to Quebec, and never came back here. It was Father Allouez who named Lake Superior "Lac Tracy" after the then Governor of Quebec, and this name appears on the maps for several years.

Sixteen hundred and seventy-eight was a very important year for Fort William, for it was then that Duluth and his party arrived to explore Lake Superior and to re-open the fur trade among the Indians. His brother, La Tourette went into the interior and built forts on the Nipigon, and further north, at the junction of the Kenogami and Albany Rivers, and so diverted much trade from the Hudson Bay Company, which was then ten years old. Duluth himself built a fort at the mouth of the Kaministiquia, probably about the foot of McTavish street, in 1679, and later explored the Lake of the Woods, and the Winnipeg Basin.

The Kaministiquia River was first explored by Jacques de Noyon about 1688. He followed the waterways through to the Lake of the Woods, discovering the latter lake. He built a fort on the Rainy River, probably near Fort Frances. Part of his course would follow that of the old Sioux Trail, for none were quicker to find the easiest route than these wily Sioux. Thirty years later, Robutel de la Noue came along and rebuilt Duluth's fort on the Kaministiquia, and constructed one on the Lake of the Woods. This river route however was not used to any extent, for the Pigeon River one was found to be rather easier, and the trade was diverted there for nearly a century. In 1722, we have the first mention of the Pigeon River, when an officer named Pachot wrote describing its merits.

La Verendrye was the next famous explorer to make his headquarters at the Kaministiquia. He spent the winter of 1731 here trading in order to make some money for his trip farther westward. His ambition was to discover a practical route to the western sea, and though he did not reach his goal, he accomplished much more than it is given to the majority of men to do. He and his sons explored the basin of the Winnipeg, and probably got as far west as the foot hills of the Rockies, as well as covering the basin of the Missouri. However, the special association that we of New Ontario have with his name is in connection with the tragedy of the Lake of the Woods, when in 1736, his son and a party of twenty other Frenchmen were murdered by the Sioux on an island in the Lake of the Woods. La Verendrye himself was at Fort St. Charles, on the western side of the lake up the bay now known as the Northwest Angle Inlet. Provisions and ammunition being needed, it was decided to send three canoes down to Kaministiquia and Michilimackinac. Young Jean Baptiste La Verendrye was in charge of the party, among whom was the missionary Father Aulneau. Apparently without warning, they were attacked while asleep. Their bodies were mutilated and left on the sand. They were later buried by La Verendrye on the same island, which has ever since borne the sinister name of "Massacre Island."

The Grand Portage at Pigeon River passing into the hands of the Americans after the revolution, it was necessary for the Montreal traders to find another route, and in 1799 the old Kaministiquia one was re-opened by Roderick Mackenzie of the North West Fur Company.

The squabbles between the Northwest Company and the Hudson's Bay Company resulted in Lord Selkirk bringing in his mercenaries, the De Meuron regiment, in 1816. They camped up the river at the point that bears their name and then started out in the winter time to make their way to Red River. Selkirk made a bee-line between the two points passing south of Shebandowan. Peter McKellar says that he has frequently seen signs of this trail, the first that was ever put through by white men.

In 1857 H. Y. Hind made a report for the government on the country between here and the mountains, with a view to putting through a railway. At that time it was the intention to make use of the water routes in so far as it was possible, only connecting them up by railroad. Hind gives a very interesting description of the country and features the agricultural possibilities of the Kaministiquia Valley. In 1858 the government incorporated a company known as the Northwest Transportation Navigation and Railroad Company, which was empowered to construct railroads, roads, and tramways between the shores of Lake Superior and the Fraser River. Nothing came of this, but it still indicates that people were learning something about this section, even though it was little more than that of the early explorers, namely that it was necessary to pass through it in order to get to the west.

S. J. Dawson made the next important government report on a road from the Head of the Lakes to the Red River, and in 1870 his course was followed in taking the troops through to quell the Red River Rebellion. This road was a very fine piece of work, and many miles of it still remain in good condition. The Dawson route followed to a large extent the course of the old Sioux Trail.

In the meantime Confederation had been consummated and the government was pledged to build a railway across the continent, and scores of engineers were sent out to discover the best route. This opened up the country greatly, but having only the one idea in their minds, they did not gather very much information about the country in general through which they were passing.

The opening up of the country in the search for minerals did more to make it known. In 1845 thirty applications were made for locations on Lake Superior, and in 1847 the Bruce Copper Mines were discovered in Algoma. In 1868 the Silver Islet mine was discovered, and in 1870 Peter McKellar discovered the first important vein of gold at the Huronian Mine near Shebandowan. The Sudbury nickel-copper deposits were discovered during the building of the Canadian Pacific Railroad in 1882, and in 1899 the greatest iron deposit then opened in the Province was found at Helen Mine in Michipicoten. It was not till 1903 that the Cobalt silver area was discovered, and a great wealth of gold being soon after found, men were eager to get into the inland country to explore for more mineral wealth. This has added greatly to the knowledge of the geography of our country, but much in all as has been learned, those who know best feel that they are still only on the edge. They claim that we will yet find in its interior wealth of mines, agricultural areas, forests and power that will make New Ontario the wealthiest section of the entire Dominion.

To deal with the exploration of the northern section of our district, we must retrace our steps to the time when Groseilliers and Radisson threw over their allegiance to France in 1666, and appealed to Charles the Second of England to organize a fur trading company to trade into the Hudson Bay. This great sheet of water had been visited by the Portuguese as early as 1558-67 for the Ortelius map of 1570 indicates the entrance to the Bay." It was not till 1610 though that it was explored by Hudson, who gave the Bay his own name. He spent a winter at the southeast corner of James Bay at what is now known as Rupert's Bay. He had hoped to have found a passage to the "southern sea." You will remember that this was the time that Nicholas Vignau was living with the Indians and studying up his story of his imaginary trip to the "sea of the north." Surely Vignau must have had some pretty direct word of Hudson's party or he could not have told such a circumstantial story. While at Rupert's Bay Hudson did a little bartering with the Indians and so was the true forerunner of the "Great Company."

Many of our great explorers devoted their lives to unravelling the mysteries of the Hudson Bay, but all with the same hope that they would some day find a passage to the Orient. In this they failed, but they did succeed in making a record of every turn in the shore line, part of which forms some of the northern borders of New Ontario.

In 1668 the charter was given to the Hudson Bay Company by which they became the owners of all lands drained by the Hudson Bay, "excepting such as might be the rightful property of some other Christian monarch." Our two Frenchmen, Groseilliers and Radisson, came over with the first two boats, and the former landed with the one of which he was in charge at the same southeast corner that had sheltered Hudson fifty years before. Groseilliers named the river that discharged itself in the bay the Rupert. The English in the party had no success in their attempts to trade with the Indians, but the Frenchman's long experience stood him in good stead. By flattery and presents he won their confidence and they agreed to bring him their furs in the spring. During the winter he made many trips into the interior exploring and making friends among the Indians, and in the spring crowds flocked to Rupert's River to trade with him. Thus was the exploration of the north section of our district commenced. In 1673 the two Frenchmen returned to the allegiance of France and explored on behalf of that government as far north and west as the Hayes River. About this time D'Iberville, known as the "first great Canadian," went across from Quebec, overland, to dispute the claim of the English to the coast territory. He went via the Ottawa, Lakes Timiskaming and Abitibi, and down the Moose River. Once more the original Indian trail proved the only one for getting across the country. The overland route is so much more arduous than the ocean trip, it has never been popular at any time; consequently we have but few records describing that part of the country.

While the Chippewa Indians have been in possession of Northern Ontario from time immemorial they apparently followed another people or may have been descended from them, though that is hardly likely. These early people were generally known as the Mound Builders. The center of their activities was in the South Central States but remains of their work are to be found as far north as the Rainy River District, where there are still to be seen conical mounds filled with human bones, pottery and weapons. They probably also worked the copper mines on the south shore of Lake Superior and on Isle Royale. Their work indicates a very high standard of intelligence, determination and energy, characteristics that were developed much more highly than with the average American Indian. Where these people came from, and why they went away and where to no one can tell, but it is probable that they were not war like and so were unable to meet the bloody hordes that pursued them. Whether or not it was the Chippewa that exterminated them, no one knows, but our native Indians have always been good fighters and ready to hold their own. They have not indulged in wars to any extent, for their territory was very large and they were content to confine themselves to it. They never figured much in history, for their habitat was too far removed from the territory of early settlement by the whites for them to take any part in our pioneer life. Their general relationship to the French was always friendly, though the Thunder Bay Indians early found their way to the Hudson Bay for trading purposes and so had intercourse with the English rather than with the French. It was only when the Northwest and X Y Companies came to Grand Portage and Fort William that their trade was diverted to this end. The Chippewa belong to the Algonquin family, and are closely connected with the Crees and Nipissings. The Crees occupy the more northern part of the country. They all have a fairly extensive legendary history but no attempt has been made to make a full collection of it. Many of their stories are associated with their wars with the Sioux, who occupied the territory to the south and west. This terrible tribe tried to get possession of this part of the country and for many years they made regular raids, coming up from the neighborhood of what is now Duluth, Minnesota, following the inland lakes and rivers. They evidently got as far north as the present town of Sioux Lookout as the name would indicate, and every now and then is disclosed the remains on rocks of some of their hidden signs. It is supposed that they met their first defeat about 1658 by the Chippewa in the neighborhood of Thunder Bay. Dog Lake was the site of one of their great battles the success of which was marked by the Chippewa in their making a great effigy of a dog which still may be seen by those interested. Signs of their battles are to be found near Lake Oliver, at Silver Mountain and on the Welcome Islands, as well as in many other places. The Chippewa then having the country to themselves gradually deteriorated, and their hunting life, which necessitated each family having a large range of country tended to destroy tribal strength.

It may be news to many to learn that there was ever a dispute as to whether this part of the country belonged to Canada or to the United States, and yet such was the case. The treaty of 1783 defined the boundary as passing "through Lake Superior northward of Isle Royale to Long Lake and then through the middle of said Long Lake to the Lake of the Woods." The Americans claimed that the Kaministiquia was the line meant, and that Dog Lake was intended when they said Long Lake. Had they won they would have got everything south and west of the Dawson Trail. I ran across an old map the other day that shows Dog Lake as Long Lake, so perhaps they had real grounds for their claim. The British, on the other hand, were ready to grant that the Pigeon River might be meant though they claimed that the correct boundary was the St. Louis River at Duluth, and gave many very good reasons in support of their claims. Of course we know that they finally decided on the Pigeon, but with the understanding that the Grand Portage should be open to citizens of both countries. Looking at it from the present, one would naturally imagine that that was the only solution to the dispute, but one might also wonder what would have happened to the ports at the Head of the Lakes, if the site of Fort William had been acknowledged to be in American territory, or if on the other hand, Duluth had been declared to be in Canada.

Another boundary dispute was of even more importance to these cities, for the solution was not so easily seen, and that was whether or not we belonged to Ontario or Manitoba. We have all discussed the question of secession from Old Ontario, but it may be news to you to learn that had it not been for the astuteness of Sir Oliver Mowat in presenting the claims of Ontario, we certainly would have been a part of a western province instead of an eastern.

When the Dominion of Canada purchased the rights of the Hudson Bay Company, it naturally wanted to get all it could, and was inclined to encroach on the boundary already claimed by Ontario; in fact the Dominion insisted that our two cities were outside the province of Ontario. To solve this dispute it was necessary to find out just what the original

boundary of the French Province of Quebec was, for it was evident that the Dominion in purchasing the rights of the Hudson Bay Company could have no claim on anything originally belonging to the French, and Ontario was only claiming that her northern and western boundaries were identical with those of France.

To find out what these boundaries were it is necessary to go back to the squabbles between the Hudson Bay Company and the French fur traders. As you will remember the charter gave the former all the country draining into the Hudson Bay "that was not owned by some other Christian monarch." The Company's policy was to make the Indians come to them, consequently they never went inland to any extent. The French on the other hand, went to the Indians, and soon had posts established all through the country, as far west as the Saskatchewan, and right to within sight of the Company's own houses often, so while the English claimed the territory as far south as the height of land, the French were in actual possession. The French won out in the struggle, and on January 29, 1701, the Hudson Bay Company agreed to the Albany River being the dividing line between their territory and that of the French. This was ultimately accepted as Ontario's boundary to the north, though not without a struggle, for in spite of that precedent the Dominion laid claim as long as they could to everything north of the Height of Land.

The western boundary was even more difficult to define, but here again Ontario laid claim to everything that was still under the British Crown that was originally known as Quebec. As you will remember the continent was divided between the British territory of Canada, and the French of Louisiana, the boundary between which being defined as the Mississippi River to its source, and then due north to the Hudson's Bay Company's territory. (Part of this northerly line is now the boundary between Ontario and Manitoba, and the description of it accounts for the peculiar projection of Minnesota into what would seem should belong to us.)

The Treaty which wound up affairs between England and France after the fall of Quebec defined the western limit of Canada as a line "due north of the confluence of the Ohio and the Mississippi Rivers." This line was six and a half miles east of Port Arthur, and was the boundary of Manitoba as claimed by the Dominion in their act of 1881. There was another boundary that the Dominion was prepared to accept, namely conformance to the Height of Land. This would have given our two cities to Ontario, as that line is about sixty miles west. From 1879 to 1884 there were arbi trations and appeals to higher courts but finally in 1889 the northerly and westerly boundaries were definitely set forth as they are to-day. It was not alone among the politicians that the disputes were taking place. Kenora became a hot-bed of contention and at one time there were officials from both Manitoba and Ontario claiming the right to jurisdiction. The private citizen was in constant trouble in regard to titles to lands and in order to be sure had to take out two titles one from the Dominion and one from the Province.

Undoubtedly Ontario was in the right in her claim to this part of the country and in fact she might well have claimed much further west than she did, for the French were really in possession of the western fur trade to a much greater extent than was the Hudson Bay Company, but we, as citizens of the Twin Cities might well wonder if it would not have been to our advantage had the decision gone the other way. As a sea port for the province of Manitoba we would have received much more consideration than we have ever had from Old Ontario.

The history of New Ontario from nineteen hundred to the present has been quite as full of romance as that prior to that date, but dealing as it does with an entirely different phase it could better be handled in a paper discussing our commercial development. That story however would not be complete unless we had information in regard to the past, for the success of Future New Ontario was undoubtedly foretold when those doughty old explorers decided that the wealth of the west was only to be fully enjoyed by using as a connecting link New Ontario.

THE UNVEILING OF THE HISTORIC CAIRNS

(From the Times-Journal)

Sept. 18, 1928, will be recorded as an epochal date in the annals of this region surrounding Thunder Bay. Posterity will recall, fondly and authentically that on this day, two cairns, of granite stone and mortar, monuments to adventurous men of the past and to events of paramount historical interest, not only of local but of national significance, were unveiled in the presence of a distinguished gathering of lake head people, many of them pioneers of around half a century of residence here. Ceremonies of an impressive character and addresses in which the eloquence of the speakers was matched with material of great historical interest made the day of the double unveiling one long to be remembered here.

The first of the two cairns erected by the department of the interior of the Federal Government upon the recommendation of the Historic Sites and Monuments Board, was unveiled at Point de Meuron on the Kaministiquia River a few miles from the city limits of Fort William, a spot of great natural beauty, and for ages the meeting place of primitive travel and traffic of the aborigines of the great plains and the Great Lakes, and the hardy explorers, traders, adventurers and pioneers who came after them. The ceremony took place at 2.30 on a lovely autumn afternoon.

The second cairn was unveiled at 4.30 in the Heath Park, West Fort William. It commemorated the turning of the first sods of the two great railways, the Canadian Pacific Railway and the Grand Trunk Pacific Railway.

At both ceremonies, Mr. Peter McKellar, most distinguished pioneer, and his sister Mrs. Deason officiated at the unveiling. With them were other pioneers of long residence at the Head of the Lakes. Among those others who attended the two ceremonies were Mayor Joseph E. Crawford, Dr. James Coyne of St. Thomas, representing the Historic Sites and Monuments Board, R. S. Richardson, A. F. Hawkins, John King, Rev. D. McIvor, G. R. Duncan, C. M. Philpot, Hon. Dr. R. J. Manion, M.P., F. J. O'Brien, president of the Canadian Club, Dr. C. C. McCullough, President of the Fort William Board of Trade, Miss M. J. L. Black, president of the Thunder Bay Historical Society, Roy Kirkup, Capt. J. W. Cousins, Capt. James McCannel, W. A. Armstrong and E. Langford, president and secretary of the Fort William Parks Board, William Houston, Parks Board, Wilfred Walker, Dr. W. S. Pickup, C. W. Jarvis, Rev. Joshua Dyke, Mrs. George

A Graham, Robert Weigand, Col. S. C Young William Webster secretary of the Fort William Board of Trade William Shane E E Wood principal of the Collegiate Institute, and members of the staff including M L Cornell J L McLaurin Miss Tilden English specialist, Donald Moore assistant city clerk, many prominent Fort William women and a throng of other citizens augmented at the latter unveiling by a host of school children

The inscription on the tablet set in granite rocks that form the substantial monument at Point de Meuron tells in brief the national significance of the spot on which the cairn stands It reads

Kaministiquia Portage.

Le Point D Aterrissage des canots, commencement de la longue portage vers le Grand O Uest fut suivie par les Indiens pendant des Siecles par Jacques de Noyon en 1688 puis par les decouvreurs, explorateurs et commercants, Francais, Anglais et Canadiens

The canoe landing the beginning of the long portage route to the Great West was used by the Indians for ages, by Jacques de Noyon in 1688, subsequently by French, English and Canadian discoverers, explorers and traders Site donated by Lt Col Samuel Crawford Young Erected 1927

Mayor J E. Crawford acted as chairman of the ceremonies which opened with a prayer by Rev Jos. Dyke, pioneer The mayor in a brief speech dwelt on the glories of past centuries, and paid a glowing tribute to the brave and adventurous explorers who followed the Indians over this route decades ago Also it was pleasant he said to have so many pioneers present for they represented a storehouse of historical data that should serve as an inspiration for the younger generation. He congratulated the gathering on being represented by the federal government that took note of such events. For this monument" he said " will stand for ages to tell the story of bravery and heroism of hardy pioneers generations ago."

Miss Mary J L Black, president of the Thunder Bay Historical Society then was introduced The cairn she said was erected in honor of explorers, traders and Indians primarily the Indian aborigines through whom she declared Canada was preserved for the Empire "We owe a great deal to them" she said On behalf of the Historical Society she welcomed the gathering solicited their help in preserving old pictures and prints of this region historical data, or other material that may prove of great value to the Society

As Miss Black concluded the prow of a canoe was seen pushed above the bank of the Kaministiquia and in a moment a voyageur came into sight clad in picturesque costume of years ago. He carried his frail craft into the enclosure surrounding the cairn, partially overturned the canoe, spread his blanket beside it, pulled his tent over the craft, and with the aid of his axe made a cosy retreat for the night. The part was taken by Donald Munro and revealed to the gathering how centuries ago adventurous spirits may have sought succor for the night on that self same spot.

Col. S. C. Young was introduced as the donor of the site on which the cairn was erected.

"We stand to-day on historic ground," he said. "A spot that links the present with the dim and romantic past, with its picturesque voyageurs, explorers, soldiers and missionaries who before the advent of the great Transcontinental Railways passed to and fro over the 'Long Portage.'" The speaker recalled the discoveries of Duluth and the exploration of Jacques de Noyon who passed over the site of the cairn in 1688 in quest of the great inland sea thought to be in the west. He returned without realizing his dream. No white man followed him until the arrival of Roderick Mackenzie in 1789 who as North West Company man traversed the route in his endeavors to replace the route formerly followed via the Pigeon River. Then followed legions of traders, explorers, soldiers and missionaries. How long the route was used the speaker would not venture to hazard, but there was one thing that posterity can be sure of, that the character of the stout hearted men who penetrated the Great Waters of the North land were of a type that has contributed in no small measure to the building of the Canadian nation a stalwart, courageous far-seeing people. Colonel Young also recounted other interesting associations with Point de Meuron, Lord Selkirk's presence there in 1818, of Lord Milton and Dr. Cheadle, the famous explorers in 1873, and Lady Milton, of the birth of the present Lord FitzWilliam. The early road to many of the mines crossed the river at this point.

There was a wild outburst of applause as Peter McKellar, first discoverer of gold in Ontario, explorer of note, and one of the earliest builders of Fort William, rose to address the assemblage. Despite his venerable age he stood firmly and in a steady voice expressed his delight at being present on such a momentous occasion. He said that fitting tribute had been paid to the traders and explorers of decades ago, and recounted some of his own experiences taken from memory's storehouse over the same route many many years ago. Many appeared affected at hearing this esteemed personage and there was no doubt as to their affection for the pioneer as they applauded his concluding remarks.

Capt. J. W. Cousins, 82 years young, smiling vigorously, was loath to make an address, his excuse being that "I might split my main brace." Everyone insisted. Pressed, he gave in and standing before the historic cairn confessed that this was the first occasion in 60 years on which he was called upon to speak. More than sixty years ago, he said, he accompanied a detachment of the 60th Rifles up the Kam River. With 20 guides it took nine days to go from the mouth of the River to Kakabeka Falls, much too long. "But they could not handle the boats," he explained. In concluding he said that a cairn might well have been placed at the Falls because one and all had to portage there, whether they liked it or not, a remark that drew laughter from everyone.

The last speaker was Doctor James Coyne of St. Thomas, Ontario, who represented the Historic Sites and Monuments Board. In a brilliant address literally crammed with historical data he told of the important part played by canoe in the destiny of the nation. Dr. Coyne paid his first visit to what is now Fort William in 1871. There were but two houses on the bank of the Kaministiquia. In one dwelt the McKellar household, in the other the McVicar household. He paid a glowing tribute to Peter McKellar. "Your venerable and esteemed citizen and public benefactor, founder of your society, president for many years and now its honorary president. For more than sixty years he has himself been a part of the history of this region. It has been my good fortune to have known him ever since my first visit here in 1871 and I know whereof I speak. I am sure that we are all one in the hope that he may be long spared to the community he has so long adorned." In explaining the work of the Board he said that there were certain rules to be followed. Historical events came under three classes, those of local importance, those of provincial importance and those of national importance. In these naval and military events came under the federal classification. Also it was the aim of the federal government to mark the terminus of every great portage among the foremost of which was the Kam Portage. "These stones and tablets are intended to mark the national historic importance of your noble Bay and River," he said. "For ages the Kam Portage was used, how long ago he could not tell. Perhaps millions of years ago, scientists declare through discoveries in strata in recent years. Water for thousands of years provided transportation and for ages a system of transportation north of the Lakes was the birch bark canoe. It carried the primitive inhabitants and their primitive belongings. He recounted its history, recalled the major events linking Point de Meuron with the past up until the present. He said that it was not his purpose to enter into a history of the great railway companies that followed. His main task was to tell the tale briefly and succinctly of nature's wonderful highway of past ages. Everyone who heard him joined in a spontaneous demonstration of applause. Space does not permit giving Dr. Coyne's address in full.

As he closed Peter McKellar with Mrs. M. Deacon gently pulled the cord that let fall a huge Union Jack draped over the cairn exposing the tablet. The Flag was loaned for the occasion by N. M. Patterson. As the Flag fell to the cairn's base all joined in God Save the King.

From Point de Meuron automobiles conveyed the gathering to Heath Park where the second cairn commemorating the turning of the first sods of the C.P.R. and G.T.P. Railways was unveiled. Inscribed on the tablet were the following significant paragraphs: "The mouth of the Kaministiquia for ages the gateway to canoe traffic with the interior, became later the lake port terminal of great Transcontinental Railways. The first sod of the Canadian Pacific Railway was cut by Adam Oliver, M.P.P., on the first of June 1875. The first sod of the Grand Trunk Pacific Railway was cut by the Right Honorable Sir Wilfrid Laurier, Premier of Canada, at the Canadian Pacific Crossing on the 11th of September, 1905. The first grain from the west to reach Fort William arrived in 1883 and was loaded with wheel barrows into the steamers for the east."

The gathering was increased in size by many more residents when ceremonies were opened by a prayer by Rev. D. McIvor, pastor of First Church United. In another brief and interesting address Mayor Crawford as Chairman paid tribute to the founders of the railway systems. He introduced A. F. Hawkins, terminal superintendent of the Canadian Pacific Railway, as the first speaker. Mr. Hawkins recalled the events of that momentous date in Fort William's history when the first sod of the C.P.R. was cut by Adam Oliver, the ceremonies presided over by D. D. Van Norman, and the gala day celebrations in the town. In brief he outlined the history of the great railway, of its part in the political history of Canada, of the obstacles faced by its builders, how they conquered almost insurmountable barriers to ultimately give to the Dominion one of the greatest transportation systems in the world. He paid tribute to the vision of Sir John A. Macdonald, to the genius of George Stephen (Lord Mountstephen) and to all the early founders and builders of the railway.

He was followed by R. S. Richardson, terminal superintendent of the Canadian National Railways. Fortified with volumes of authentic data he dealt largely with the ceremonies in connection with the turning of the first sod of the G T P Railway here Sept 11, 1905 by Sir Wilfred Laurier Local men who played a part in the events included C H Jackson, C W Jarvis, L L Peltier Mayor E S Rutledge S C Young A Macdougall Dr Hamilton, James Murphy Dr Smellie, Rev Father Aspin F R Morris E A Morton G A Knowlton W Stephenson W F Hogarth John King many of whom have since been called by death He told of the reception given Sir Wilfred of the long line of carriages thirty-one in number flanked by collegiate cadets and headed by the Fort William band, that made up the procession that journeyed to the scene of the ceremony In addition a train of thirteen coaches and street cars carried thousands of residents to the spot. At three forty one o'clock Monday afternoon Sept 11 1905 with a silver spade now possessed by S. C Young the Premier cut the first sod Mr Richardson recounted the growth of Fort William in population and in industry since that time

He was followed by Captain McCannel of the S S Assiniboia who delivered an extremely interesting address on the early days of navigation to the Head of the Lakes

Dr Coyne again spoke somewhat along the lines of his previous address

The ceremony closed with Peter McKellar and Mrs Deacon unveiling the monument as the gathering sang God Save the King

The work of veiling the cairn was in charge of E Bass

DINNER IN HONOR OF DR. JAMES COYNE
SEPT 18 1928

(From the Times Journal)

A delightful informal dinner party was held last night at the Avenue Hotel under the auspices of the Fort William Historical Society in honor of Dr James Coyne following the unveiling of the historic monuments here. Miss M J L Black, president of the society presided with the guest of honor at her left hand and after coffee had been served, called upon a few of the local guests to speak before Dr Coyne the speaker of the evening.

A J Boreham responded to the toast of the Railways and spoke of the fulfilment of the prophecies of the Fathers of Confederation, regarding a railway from ocean to ocean but he saw the end of railway travel since television would soon bring off the scenery that is now visited by rail to a man sitting in his armchair at home.

G R. Duncan replied to the toast Industrial Fort William pointing out the great fundamentals for industries possessed by this city in raw material, power, transportation and water supply.

The toast of the Historical Society brought John King to his feet who said that the members of the society were not so numerous, but were made of good stuff. Dr Coyne however had shown them that they still had history to learn about their own surroundings. He ended by giving personal recollections of his own connection with railway building in Canada.

In commencing his address, Dr Coyne extended greetings from the Elgin Historical Society to its Thunder Bay sister. Elgin was one of the earliest societies organized antedating even the provincial society. Dr Coyne added that the Thunder Bay Society is one of the best known in Ontario, and its president Miss Black and its Past President, Peter McKellar have a name and fame not confined to Fort William. An interesting feature of this speech was the reading of a letter written by Dr Coyne during a visit to Thunder Bay on the Chicora, Capt. McGregor in 1871, just after the passing through of the Red River expedition. One of the prominent objects at Prince Arthur's Landing was the stockade built by Wolseley's soldiers, while the Chicora had to anchor outside the bar at the mouth of the Kam River and deliver its cargo by boat. Thus said Dr Coyne I am one of the oldest of old timers in Fort William. He also recalled a later visit to Fort William when he and his friend were walking he tween two strings of box cars in the yards, on their way to the hotel when they were suddenly met by a racing elephant and quickly took shelter between the cars. Presently they met a man, who calmly asked if they had seen an elephant as if they were native to the town It had escaped from a circus, and was later found mired on the way to Port Arthur In conclusion the speaker hoped that both the cities at the Head of the Lakes would realize their hopes for the future

The list of guests were as follows Miss Black, Dr Coyne, Mrs. M Deacon Mrs G A Graham Mrs E, F Jarvie R S. Richardson Mr and Mrs C W Jarvis, Mrs C, H, Kirkup Miss Charlotte Wiegand Miss Pamphylon Mrs N A. Archer Mrs J A Clark Miss Lenore Clark Mr and Mrs. A J Boreham Mr and Mrs S C Young Capt McCannel Miss Leila Pritchard Mr and Mrs G R Duncan Mrs. A, D Stewart F F Duncan Miss Mildred Turner Mrs. A F Crowe Mrs E. G Copping Miss Marjorie Copping John King Miss Robin and J R. Lumby

A WEEK ON LAKE SUPERIOR
(In July, 1871)

BY J. B. COYNE

(From the St. Thomas Journal, 1871)

Thunder Bay is about 25 miles long and 15 miles wide, and its whole expanse can be seen from the deck of the steamer. Just west of us, as we lay at anchor (July 19, 1871) were the flat sandy shore, and the cluster of new frame houses which is called Prince Arthur's Landing. The houses are between thirty and forty in number, nearly all of which have been erected within the last year. The village is the terminus of the Dawson Road leading to Fort Garry, and seems bound to go ahead. A few miles to the south of us opposite the mouths of the Kaministiquia are two pretty little wooded islands called Welcome Islands. Ten miles farther south we see a number of high rocky islands running off in a south westerly direction from Thunder Cape. Just across the entrance of the Bay is the fantastic Pie Island, eight miles long and five miles wide, and very lofty, its western extremity being a mountain perfectly round, with its walls rising perpendicular on every side to a height of 850 feet. This mountain is called the Pie from its resemblance in shape to an enormous meat pie. Through the gaps between the islands, is dimly descried Isle Royale, 40 or 50 miles to the south of us. Directly across the Bay, 15 miles distant from us, Thunder Cape towers grandly above every other object in sight, presenting the appearance of a gigantic stairway rising gradually from the point opposite Pie Island by six or seven steps, each upwards of two hundred feet high, to an elevation of 1350 feet above the lake. On its northern side the mountain breaks off rather abruptly and is succeeded by a lower range of mountains which wall in the glorious bay as far as the eye can reach. Westward from Pie Island and just back from Fort William we see McKay's Mountain, an extensive plateau rising perpendicular from the river bank to the height of 1000 feet. Behind this again is mountain after mountain running off to the west until they are lost in the distance. The whole view from Prince Arthur's Landing is one of magnificent grandeur.

During the morning a number of us embarked in a small tug, commanded by an Indian captain, for Fort William. This is situated on the north bank of the Kaministiquia River about a mile from its mouth, and comprises but one or two houses besides the Hudson's Bay Company's fort and store. Opposite, on the south bank, we observed an Indian village of bark wigwams and canvas tents. The Indians of this region are much darker than those of the Thames and Grand Rivers. Scores of canoes were drawn up on either bank, and in the river were several manned by their swarthy owners. The regular Chippewa salutation is a corruption of the French Bon Jour, and when we shouted it across the river to the occupants of the wigwams they returned it heartily, laughing as if they considered it a good jest. The river is one of great beauty, being bordered with lovely green meadows and long-armed trees, which sometimes seem almost to shake hands across the clear water. The banks are low, flat and exceedingly fertile. All sorts of grain are cultivated with good success in the river valley. When the sand bar at the mouth of the river is dredged out, the stream will be navigable for the very largest lake vessels to a distance of twelve or fourteen miles. We walked about a mile up the river from the Fort, admiring the beautiful water, the graceful canoes, the rich fields, and the frowning mountains, but the extreme heat of mid-day and the insolent familiarity of the black flies, which would persist in forcing themselves upon our notice, compelled us to retrace our steps to the Fort, where we again went on board the tug and returned to the Chicora. After dinner I went ashore at the Landing. Here, and also at Silver Islet settlement, Messrs. Blackwood and Sons of Wallacetown, have established themselves in business as general merchants, and have succeeded well in their enterprise. The only object of special note at the Landing is a stockade built by the Red River Expeditionary Force last year as a storehouse. It consists of an earth work, guarded with palisades, and surrounded by a moat. At 5 p.m. we weighed anchor and steamed to the mouth of the Kaministiquia, where we again anchored for three hours, whilst a small boat was sent up to Fort William for the mails. Meanwhile we witnessed a very heavy shower in the direction of Pie Island, though not a drop fell in our neighborhood, and the gorgeousness of the sunset was rivalled by the strange beauty of the rainbow between us and the Pie, the brilliant variety of colors in the rainbow being in fine contrast with the black mass of basalt in the background. At last, about 8 p.m., we started in earnest for Duluth. Passing by Welcome Island we had one of the grandest views imaginable. Thunder Cape had changed its form as if by magic, and now looked like the extended body of an enormous giant lying on his back with arms folded on his breast, the round elevation to the north appearing to be the head. Far to the north was the long array of mountain bluffs extending one after another all around the bay. Numerous fires in the woods along the shores cast a smoky haze around their immediate neighborhoods. Westward, Prince Arthur's Landing nestled at the foot of a range of mountains, which had been hidden by the woods when we lay near the village. Southward, between Pie Island and Welcome Islands, was a long vista, extending towards Pigeon River, of lofty islands and mountainous shores, of gigantic rocky bluffs, and dark, receding coves, full of a solemn grandeur, which filled one with awe and reverence and wonder; while overhead the clouds marshalled their forces, black and threatening, as if about to storm the great Thunder Cape with all the artillery of heaven. Far to the southeast Isle Royale, wrapt in a dim haze of blue, slumbered peacefully on the bosom of the mighty lake. It is said that on the top of the three highest mountains of Thunder Bay there is a lake of clear water, large in size, and of great depth. The Indians have a legend that the thunder is a huge bird having its home on Thunder Cape, where it hatches the lightnings. They say that a thunder storm in the Bay is something terribly grand, each mountain sending back the thunder peals in deafening reverberations. But the sight of a storm was denied us, for the clouds swept by and left the sky clear again, and soon we were on the broad bosom of Superior, with the darkness growing thick around us, and the cold wind blowing across the water.

ADDRESS OF JAMES H. COYNE AT FORT WILLIAM, ONT

SEPT 18, 1928

AT THE UNVEILING OF THE CAIRNS IN HEATH PARK IN THE CITY, AND AT THE KAMINISTIQUIA PORTAGE

On sites donated by Lieut.-Col Samuel C Young and the City of Fort William respectively these cairns have been erected by the Department of the Interior for Canada upon the recommendation of the Historic Sites and Monuments Board whom I have the honor to represent, and I bring you their greetings, firstly to The Thunder Bay Historical Society for undertaking the programme for the formal ceremonials, and the City of Fort William for its hearty co-operation, and also to the sister city of Port Arthur whose historic cairn has already been dedicated Three stones and tablets are intended to mark the national historic importance of your noble bay and river Your Historical Society has done much to preserve and transmit their story to future generations Its work is entitled to public recognition and appreciation and the gratitude of this and future ages It is fitting on this occasion to offer special felicitations to your venerable and esteemed citizen and public benefactor, founder of the Society President for many years and now its Honorary President Mr Peter McKellar For more than sixty years he has himself been a part of the history of the region It has been my good fortune to have known him ever since my first visit to Fort William in 1871 and I know whereof I speak I am sure we are all one in the hope that he may be long spared to the community he has so long adorned

The memorial erected at Fort William twelve years ago through local effort commemorated famous explorers It is a connecting link between the cairns which engage our attention to-day These mark the oldest and the latest phase of your local history

At Point de Meuron, for countless ages, was the meeting place in primitive travel and traffic of the aborigines of the great plains and the great lakes Such a place of meeting the Kaministiquia River remained after the coming of the French and then the British explorers and traders, with little or no change in its main significance, until a time within the memory of persons here present.

But with the turning of the first sod at Fort William of the Canadian Pacific Railway, in 1875, and of the Grand Trunk Pacific in 1905 came a new world, the modern Canada.

This Canada of ours, with its marvellous transportation systems, opening up the great wheat belts of the plains and later the mining areas of the pre Cambrian belt and the vast forests of Ontario and British Columbia linking the commerce of the world and constituting, in their main trunk lines two of the greatest of the world's highways while their branches, like a huge net-work, cover half the continent. So rapid a national development within the compass of a single life is perhaps unequalled in the annals of time. The importance of the Kaministiquia and Thunder Bay in Canada's development could not be more clearly indicated than by the fact that here were begun two trans-continental transportation systems of such gigantic national and international significance.

Who discovered Thunder Bay and the Kaministiquia River? Probably the brothers-in-law Medard Chouart des Groseilliers and Pierre Esprit Radisson, famous coureurs de bois, coming across the lake from the southwest. Trading among the Sioux, the deadly enemies of the Crees, who occupied the North shore, they had persuaded them to agree to a peace. The Crees received the Frenchmen with great rejoicings. Arriving in a bay, perhaps near where we are gathered, the peacemakers were carried in triumph on the shoulders of their hosts, seated in their canoe "like a couple of cocks in a Basquett" to use Radisson's own quaint phrase. Was it Thunder Bay?

The first map of Lake Superior was the Jesuits' map of 1671. It shews a fair acquaintance with Thunder Bay. The three mouths of the Kaministiquia are clearly indicated, together with the beginning of the long portage and its estimated length. On whose information did the missionaries act? No other source is suggested. We may reasonably infer that the two coureurs de bois were here in 1662, first of Europeans to penetrate the Bay and River and perhaps also first to use the portage.

Possibly it was in this bay also that they gathered together the 400 Cree canoes, loaded with furs for Three Rivers, whose assemblage is noted by Radisson. Many picturesque pageants cross the pages of the bay's history.

The first European settlement at Fort William, if it can be so called, was the trading post established by Dulhut in 1679 at or near the mouth of the Kaministiquia. Doubt has been thrown upon the identity of the river mentioned by him but it may be reasonably accepted that he intended the stream still known by the name. The best part of the fur trade was being menaced by the newly formed Hudson's Bay Company. The situation was urgent. The Indians must be intercepted on their way to the great bay and encouraged to come to the

Lake. A chain of posts between the lake and Hudson Bay was accordingly established by the French in 1679. Then may be dated the beginning of the Twin Cities of Thunder Bay as a trade centre, about 250 years ago.

The post was renewed from time to time. It became Fort Kaministiquia in 1688 under Jacques de Noyon and 1717 under Zacharie Robutel de la Noue. From the head of canoe navigation on the river, the long portage and canoe route ran towards the western plains by way of Dog Lake, although there were doubtless several trails with the same general direction and object.

Before the end of the 17th century, according to a contemporary writer, no less than 3,000 traders, trappers and their families were assembled at the Kaministiquia Fort, which had already become the chief entrepot of the Northwest fur trade.

Noyon, in 1688 or afterwards, was probably the first European to travel over the long portage from the Kaministiquia to the Lake of the Woods, and perhaps beyond.

A generation had passed before a since famous rival trade route became known to the French, eclipsing for a time that by Dog Lake.

It was about 1722 that the Grand Portage from the Pigeon River began to be commonly used. But from time to time the old route was still followed, as by the celebrated La Verendrye and his sons in 1731. With the conquest of Canada in 1759 the fur trade passed to the British. Montreal merchants immediately began to take over the French Canadian traders and voyageurs and to spread them farther and farther over the Northwest. A number organized themselves into companies such as the "Northwest Fur Company," and the "X Y Company." The rivalry for possession of the trade grew more and more acute, the Hudson's Bay Company also extending its operations more widely throughout the West, and the competing companies building post for post side by side at many points.

The American Revolution had its effect upon Thunder Bay. The Grand Portage was no longer exclusively British. Accordingly, the Northwest Company transferred its headquarters to the Kaministiquia River, and built Fort William, famous in history. Then the long portage resumed its ancient importance. It would be a long and extremely interesting story to tell of the boisterous rollickings at the Fort of officers and voyageurs from Montreal with the "Northwesters" from the plains. The Northwesters lived on corn meal and water alone, and scorned the effeminate voyageurs, the "mangeurs de lard," or "pork-eaters," who mixed pork with their corn

to make it palatable. The revelries of the great dining hall at the Fort have been so fully described by Washington Irving and others as to require no further mention by me.

Nor can I dwell upon the Red River troubles of 1812-16, the rival forts, the vicissitudes of their bitter, oppressive and bloody warfare where Winnipeg now stands. I can only mention the struggles of the stout hearted and unfortunate Earl of Selkirk, his hastening to the defence of his settlers on Red River, his capture of Fort William and arrest of its officers, his construction in 1816 of the Hudson's Bay fort at Point de Meuron where the long portage began, his wintering there with his armed force of 250 men, largely of the de Meuron regiment, whose name was given to the Point, his subsequent misfortunes and early death. In Highland settlements in old Ontario, the tragic story is still told of the trials and sufferings of the Selkirk settlers on the long, long trail from York factory to Red River, and again from Red River to Aldborough, Clungnacoosy and other Scots settlements a hundred years ago.

But the Red River war ended from exhaustion, and it was here within the walls of Fort William that peace was made and the North West Company was finally amalgamated with the Hudson's Bay Company in 1821. The story of the consummation may be read in full in the valuable publications of the Thunder Bay Historical Society.

Thenceforward the history of the long portage is peaceful enough for nearly half a century. The history of the Fort was that of the Hudson's Bay post everywhere. At certain times of the year, as in the old French days, thousands of Indians, traders and voyageurs, might be seen around the fort. The river and bay were covered with birch canoes. Indians of various tribes, gaudily painted in white, black, blue and vermilion, pitched their bark tents across the river or squatted lazily around the fort. In the great hall traders and voyageurs held high revelry, to be renewed by the chief traders at Beaver Hall when the fur laden flotillas arrived in Montreal. Otherwise life was quiet enough. There was no daily mail. The first mail from Canada, consisting of two letters and three papers, arrived in 1858. The "Rescue," one of the first steamers to enter Thunder Bay, brought it. Prior thereto letters came by way of York Factory from England once or perhaps twice a year.

It was in 1869 that Simon J. Dawson began construction of the Dawson Road to Lake Shebandowan. Thus the first road to the westward facilitated the transportation of Col. Garnet Wolseley's Red River Expedition in 1870, when 1400 men with its aid traversed the distance to Fort Garry with a rapidity that amazed military men, and speeded that great leader (afterwards Field Marshal Lord Wolseley) on the road to fame and fortune in his chosen profession. By that road from Prince Arthur's Landing, later called Port Arthur, immigrants bound westward made their way to Fort Garry and Winnipeg until the completion of the Canadian Pacific Railway to Winnipeg rendered it no longer necessary for the purpose. In 1881 Fort William ceased to be a trading post of the Hudson's Bay Company, and the history of the long portage came to an end.

It is not my purpose to enter into the history of the great railway companies, great as is that record of masterly conception, daring adventure, skilful organization, engineering genius and administrative and ultimately financial success. My main task was to tell the tale briefly and succinctly of nature's wonderful highway of past ages, extending beyond the range of historic record, down to a time within the memory of some of us now here, until superseded by the wonderful achievements of the 19th and 20th centuries.

For ages the one system of transportation north of the lakes was by birch bark canoe. It carried the primitive inhabitants and their primitive belongings. Their journeys were of necessity directed along the waterways and by portage over short or longer connecting links. America is one vast network of innumerable lakes, great and small, and branching streams almost interlacing each other. For many thousands of miles in all these are navigable for vessels of varying draught. Primitive races dwelt near water and, down to comparatively recent times, their journeys and trafficking were mainly by water. Alike for deep and shallow, for carrying round falls, through woods and over steep and stony paths, for riding the waves and avoiding the rocks of lake and river, for running and stemming rapids, a special type of boat was required. For the purpose, nothing devised by man has equalled that marvel of design and construction, of lightness and strength, of grace and beauty, the birch bark canoe of the Algonquin races.

Champlain discovered its necessity in 1603 at Montreal, when he vainly tried to ascend the Lachine Rapids, and made up his mind to trust to the canoe for further discovery and exploration. Since then, what has the canoe achieved? Let me briefly summarize.

Through the alliance with the Algonquin races, the French acquired a monopoly of the birch canoe. With its aid and Algonquin guides, the French were enabled to be the first to discover and explore the North American continent along

the great river systems east of the Rockies, including the St. Lawrence, the Mississippi and the upper stretches of those discharging into Hudson's Bay.

Thereby they added to the dominions of the French monarch as well the vast river basins as the western prairie lands, while the English were still confined almost exclusively to the comparatively narrow strip between the Appalachian and the sea.

Through the birch canoe, the valuable fur-trade became the monopoly of the French until the coming of the Hudson's Bay Company. That great English Company owed its origin to the suggestion and assistance of Chouart and Radisson, who had forsaken their own king and gone over to King Charles II of England, carrying with them their knowledge of the upper country around Lake Superior and their experience of Indians and Indian ways of trade and barter. With the aid of the canoe, French and British in succession penetrated to the remotest parts, to the Rockies, the Arctic and Pacific Oceans, and planted their forts or trading posts in every important centre of native travel. Through this form of occupation the British title to the northern half of the continent became complete through cession by the French king of his rights in 1763.

Through the canoe, missionary enterprise accompanied or followed the traders and natives throughout the west and northwest to the limits of human habitation, communication was maintained between the scattered trading posts and the central administration in London, and the flag and laws and allegiance of the empire were carried to the most distant regions opened to trade.

But the northern half of the continent remained isolated in sentiment from the Thirteen Colonies, a separate racial, political and religious entity. The American Revolution left it still British from choice, and varied historical tradition and experience. But for the previous occupation of the northwest, it is more than possible that the United States might have claimed and been accorded the whole. Britain would have lost her transcontinental communications. The British empire, as it exists, would have been an impossibility. Imagination may extend indefinitely our national indebtedness to the birch canoe.

In any case, it is to the birch canoe that the early discovery and exploration of your river and bay and of the Great Plains beyond was due. The portage was the "carrying place" of the canoe and its burden. And so in commemorating the carrying place, we are paying a belated honor to that lightest, most beautiful and most graceful of water conveyances, the birch-bark canoe.

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Eighteenth and Nineteenth Annual Reports

THE THUNDER BAY HISTORICAL SOCIETY
ORGANIZED 1908

PAPERS OF 1926-27 AND OF 1927-28

ORGANIZED IN 1908

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THUNDER BAY HISTORICAL SOCIETY

18th and 19th ANNUAL REPORTS

OFFICERS

Honorary President

Right Honorable Sir George E Foster

Honorary Patron and Patroness

Mr and Mrs N M W J Mackenzie

President - - - - - Mrs Peter McKellar
Vice-President - - - - Mr C W Jarvis
Secretary-Treasurer - - - Miss M J L Black

Executive Committee

Mr John King Miss Robin, Capt McCannel,
Mrs G A Graham

Auditors

Mrs C W Jarvis and Miss Pamphylon

TREASURER'S REPORTS

Receipts 1926-27

1926		
Nov	1—Balance in bank	$43 90
	B W Vickers	5 00
	F C Perry	1 00
	Mr and Mrs McKenzie	3 00
	Capt McCannell	1 00
	Miss Stafford	2 00
1927	Mr V G R Vickers	2 00
	Miss Black	1 00
	Mr and Miss Copp	2 00
	Mr and Mrs McKellar	2 00
	Mr and Mrs John King	2 00
	Miss Robin	1 00
	Mr and Mrs C H Philpot	1 50
	Capt McCannel	1 00
	Mrs F A Sibbald	1 00
	Miss Pamphylon	3 00
	Mr F C Perry	1 00
	Mrs W J Hamilton	1 00
	Mrs Kirkup	1 00
	Miss Weigand	1 00
	Mr G H Armstrong	1 00
		$77 40

Disbursements 1926-27

C N R Express	$11 14
Postage	2 00
Times Journal	6 30
Canadian Historical Association	10 00
Livery for carriage	5 00
	$34 44

Receipts 1927-28

1927	Balance	$42 96
	Mr D Smith	2 00
	Miss E G Jones	1 00
	Mr and Mrs McKenzie	1 50

1928		
Apr 2	Mrs Copping	1 00
	Miss Robin	1 00
	Mr and Mrs A F Hawkins	2 00
	Mr and Mrs G R Duncan	2 00
	Mr F T Duncan	1 00
	Mr and Mrs John King	2 00
	Dr and Mrs Stewart	2 00
	Mrs Sibbald	1 00
	Miss Black	1 00
	Mr and Mrs McKellar	2 00
	Mr and Miss Copp	2 00
	Mr O Connor	1 00
	Mr and Mrs Jarvis	2 00
	Capt McCannell	1 00
		$68 46

Disbursements 1927 28

Expenses in connection with Dr Coyne	$ 7 50
Advertising	4 80
Canadian Historical Association	5 00
	$17 30
Balance in bank	51 16
	$68 46

PRESIDENT'S ADDRESS

In this Annual Report of the Thunder Bay Historical Society, which I have the honor to present, it is my desire to outline or recall briefly the principal items of interest which it has been our privilege to enjoy

This year has been a signal one due to the Diamond Jubilee Celebration of Confederation of the several provinces of Canada into one Dominion and the attention of Canadians generally as well as that of our citizens locally was for months prior to the historical day centered upon this one great event

Our Historical Society on this occasion was accorded an important and honored part in our city's demonstration Our pioneer citizen, Mr Peter McKellar, who was residing in this city at the time that Confederation of the Provinces took place, and who was the organizer and first President of our

Historical Society, together with several other members, drove in the civic procession, depicting the period of 1867. This particular feature, reminiscent of the early days was unique in character and was much appreciated by the citizens generally.

Several valuable historical papers have been presented at our meetings, and have contributed in no small measure to the interest and enjoyment of our members. These are being recorded permanently in our annual publication. We are indebted to the contributors of these splendid articles and our future citizens will also share this indebtedness for these.

We are pleased to note that another site of historical significance has been recognized by the erection at Pointe de Meuron of a cairn by the Historic Sites and Monuments Board of Canada, to mark the trail of the Indians in the years gone by. Through the generosity and co-operation of Colonel Young this has been made possible, and we trust that our Historical Society will succeed in the not distant future in having their efforts of years crowned with the erection of a monument marking the important site of the landing of the famous De Meuron soldiers who played such a decisive part in the historic development of Canada.

We deeply regret having to record the passing of one of our esteemed charter members, Miss Stafford of Port Arthur. Miss Stafford never failed in her interest in our Society and was always ready to give assistance as long as her health permitted. We also deeply regret the passing of Mr. W. W. Vickers of Toronto, who was always interested in the history of Fort William and who penned some valuable contributions for our Society, two of which will be included in this year's annual report.

We have been pleased to receive some new members in our ranks, and we have benfitted much from their interest and kindly co-operation.

We are sorry indeed that Mrs. W. J. Hamilton, one of our pioneer members has seen fit to leave our midst to reside in Vancouver, but we feel assured that Mrs. Hamilton will always hold dear the interests and welfare of our Society.

And lastly, I wish to take this opportunity of expressing to all the members my sincere gratitude for their continued interest and kindly assistance in the work of our organization.

Respectfully submitted,

Carlotta S. McKellar,

President.

PETER McKELLAR

BY FLORENCE N SHERK

I first saw Peter McKellar, pioneer mining engineer, explorer and geologist, on Wednesday, September 25, 1901, on the occasion of the Royal visit to Fort William, of the Duke and Duchess of York, now King George and Queen Mary There were no florists in Fort William in those days, so the garden of the old McKellar homestead furnished the asters which Mr McKellar held ready for presentation to the Duchess by Miss Edith Sellars

As early as 1864, Peter McKellar was engaged by a company comprised of Messrs Walbridge, Herrick and John McIntyre, to carry on mining explorations in the Thunder Bay district John McIntyre, an officer of the Hudson's Bay Company, but acting for the mining company in a private capacity, with Mr Herrick a surveyor had authority to purchase any locations recommended by Peter McKellar who was to receive one third of the profits, the company's share being two thirds Mr McKellar took his two brothers, John and Donald into partnership In 1869 he was placed in charge of the second party on the occasion of making the survey of Lake Nipigon, having been appointed to this important position by Dr Bell F R G S, who was second in command of the Geological Survey, and next to Sir William Logan At that time there was only one boat on Lake Superior, between Sault Ste Marie and Fort William, and it took ten days for the round trip Dr Bell was rejoiced to find at the Head of the Lakes an expert geologist and experienced explorer to take charge of his second party Dr Bell was still more pleased when he learned that Peter McKellar understood quite well the operation of all the scientific instruments, while his knowledge of local conditions made him independent of the Indian guides. Under Peter McKellar the second party made a most successful survey of the Lake Nipigon District In the following year Dr Bell induced this versatile explorer to take charge of the survey of Black Bay, White River, Whitefish Lake, Little Pic River, and the Slate River, Dr Bell taking the Big Pic, Long Lake and adjacent localities

Mr McKellar with his special education and training in surveying, mining, engineering and geology gained wide prominence in the west as a real pioneer in mining explorations on the north shore of Lake Superior

In that region he discovered the first gold mine, the first silver mine, the Thunder Bay Silver Mine, and the Huronian Gold Mine His partners John and Donald McKellar dis covered in the same region the first zinc mine, and the first iron mine, the Atikokan and the firm of McKellar Brothers made many other important mining discoveries.

Peter McKellar has been superintendent of the Huronian Gold Mine, 1882-84, superintendent of exploration and development work of the Toronto and Western Mines Development Company in the Seine River and Lake of the Woods District, 1897-98, and for many years engaged extensively in mining and real estate business in Fort William. He has travelled east, west and south in the United States, and knows Canada from Quebec to Victoria. In company with a party of members of the American Association for the Advancement of Science, he spent several months in Yellowstone Park and the Hawaiian Islands, and has also travelled extensively in Great Britain, France, Italy, Switzerland, Egypt and Palestine. His literary work included many brochures on mining and geology, read before important meetings of scientific societies, one of these the Framework of the Earth, read before the annual meeting of the American Geological Society at Chicago in 1920, attracted the attention of scientists generally. His inventive genius has devised a rock breaker and pulveriser and a rotary engine.

His scholarship has been recognized by life membership in the London Geological Society, membership in the American Geological Society, the American Association for the Advancement of Science, and the Royal Society of Arts, London, and he has made many valuable contributions to the literature of those societies.

As a good citizen he has served as president of the Thunder Bay Historical Society for twenty years, as councillor in the municipalities of Thunder Bay and Shuniah, as reeve and councillor in Neebing, as charter member of the original Kaministiquia Club, established in 1879, as well as in the reorganized club, and is a valued member of the Canadian Club and the Board of Trade.

Mr. McKellar was born in Middlesex County, Ontario, April 27, 1838, and though in his 90th year, is as hale and strong in mind and body as most men of seventy.

SHIPPING ON LAKE SUPERIOR

BY JAMES McCANNEL, MASTER, C.P.R. S.S. ASSINIBOIA

While Lake Superior, the greatest of our inland seas, was known to some of the Jesuit missionaries and early explorers, yet the development of the marine trade on the Lake took place at a later date than on the other lakes. The falls of St Mary's was one of the principal obstacles with which the hardy voyageurs had to contend, necessitating unloading the canoes and carrying the freight across the portage, and reloading them at the head of the rapids. The early settlers usually located along the shores of the lakes and rivers as this afforded the only means of transportation at that period, the railway not having yet come into existence. From the early days the canoe, batteau and York boat for many years took care of what little trade was offered. These finally gave place to the small sail boat and coasting schooners. With the increase of trade the dimensions of the vessels increased until in the early seventies there were registered on all our lakes upward of 1400 vessels of all descriptions, many of them models of architectural beauty and manned by as fine a body of sailors as the world ever knew. In 1816 the first Canadian steamer, the Frontenac, was built and launched on Lake Ontario, and for many years there was a rivalry between steam and sail. Finally the latter was slowly but surely losing ground and to-day there is only a handful of this proud fleet left. The first steamers were all of the side wheel type and they too gradually gave way to the propeller type.

The Indian traders from the west going down to Montreal with their furs often had pieces of native copper, which they stated came from the shores of a lake far to the west, but owing to native superstition would not reveal the locality from whence it came. In the summer of 1622 the French explorers Brule and Grenolle arrived at the Soo, and were the first white men that ever gazed on the broad expanse of Lake Superior. Later they were followed by Jesuit missionaries. In 1767 Alexander Henry, a fur trader who miraculously escaped Pontiac's massacre at Michilimacinac, being rescued by a friendly Indian, wintered at the Soo, and was the first white man who attempted to develop the copper industry of Lake Superior. He went to Mackinac in the spring, and happening to meet a Mr. Baxter, who had lately arrived from England, interested him in his reports about copper on this lake. They organized the first mining company on Lake Superior. Mr. Baxter left for England and succeeded in interesting several people of note in his mining scheme, among cester, and others. Having returned from England in 1770, he and Henry wintered at the Soo, where they built a barge fit for the lake, and laid the keel of another schooner to carry about 40 tons. This early ship yard was located at Point Aux Pins, about six miles above the rapids, where to-day is located one of the most ideal summer resorts to be found on the lakes, and often as the steamers pass up and down the beach is lined with a happy throng. Here at the same place Henry and Baxter erected an air furnace for smelting copper ore, being the first of its kind built in the Lake Superior District. Here also Baxter resided for a number of years, this spot becoming for a time a place of some importance. Schoolcraft, the authority on American Indians, about 1820 noted that at Point aux Pins was located a ship yard of considerable importance where vessels were built for the fur traders. This pioneer mining company does not seem to have lasted very long, and the only trade carried on for many years afterward was by the different fur companies. Annually fleets of canoes passed up and down between Montreal and Fort William and to facilitate matters at Sault Ste. Marie the North West Fur Company built a small canal on the Canadian side in 1797, which was destroyed by the U. S. forces in 1814. About 1840 reports of copper on the south shore began to attract the attention of those who sought the yellow metal, and many prospectors were to be found who fitted out at the Soo for their trips in the wilderness. In many instances evidences were found where mines had been worked by some prehistoric race. A young geologist of much promise, Douglas Houghton, was sent up to do some exploratory work, but unfortunately he lost his life in October, 1845, near Eagle River by the capsizing of his sail boat. During this period several small steamers began to come up as far as the Soo with supplies which had to be transported across the portage and loaded on the small craft which carried it to its destination. McKnight and Company did a thriving business at the portage which began to increase rapidly and miners were at work along the Keweenan Peninsula where to-day is located one of the largest copper industries in the world. The rapids at the Soo presented a barrier, and caused delay. Soon men of vision began to talk about building a canal which was not looked upon very favorably at Washington, and even the residents of the Soo were not in favor of it, as they realized that once the canal was constructed many of them would be thrown out of employment. Captain Averill of Chicago seeing that the handling of freight by sail on Superior was rather uncertain and slow, saw there was an opening for a steam boat, and in the early fall of 1845 arrived at the foot of the rapids with a small propeller Independence, which had on them His Majesty King George the Third, the Duke of Glou-board the necessary equipment. Immediately he set to work to haul the vessel out on the land and had her moved over the portage on rollers and launched above, the process occupying about seven weeks. The steamer was then loaded with freight and proceeded up the Lake, the ports of call at that time being Fort Wilkins, where a small garrison was maintained by the U.S. (This place is now called Copper Harbour) the next places being Eagle Harbour, Eagle River and Lapointe on Madeline Island, where Father Marquette many years previously had established a mission, being the last port of call. Some time later, Ontonogan and Superior came into being. In the fall of 1853 the propeller Independence, shortly after landing on her last trip of the season, laden with freight and a few passengers, was destroyed by the boiler exploding and four men lost their lives, November 22. Thus ended the career of the first steamer that ever sailed on Lake Superior, and it was also the first steamboat disaster on that lake. In all, seven side-wheel steamers and propellers were transported around the rapids before the opening of the first American canal in 1855, namely the Independence, Julia Palmer, Baltimore, Sam Ward, Manhatten, Monticello and Peninsular. I have heard it said that the Julia Palmer made a trip around the north shore of Lake Superior as far as Fort William. Of this event we have no authentic record. Perhaps some day some old Hudson Bay records may come to light to verify it, for it is not likely that such an important event as this would pass by without some mention being made of it.

The work on the canal on the U.S. side was at last undertaken, and on the 18th of June, 1855, the first steamer, the side-wheeler Illinois, under the command of Captain Jack Wilson, passed through the locks, bound up, and it has the honor of making the first trip from the lower lakes to Lake Superior. This popular captain had sailed steamers on Superior prior to this, and unfortunately a few years later lost his life on the ill fated steamer Lady Elgin, when she was sunk by the schooner Augusta and 289 people lost their lives.

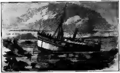
We shall now direct our attention to the marine interests on the Canadian side of Lake Superior as this was the original purpose of this paper. In looking through the canal records we find that the first Canadian craft to lock through was the small schooner Isabel, Captain Tozen, master in the season of 1856, paying the minimum toll of $5.00. The Northwest Territory at this time was little known to the people of Canada, outside of the Hudson Bay Company. The Dominion Government set aside an appropriation and organized and sent out a geological expedition under Professor Henry Yule Hind to survey a wagon road from Fort William to Fort Garry, and report on the natural resources of the country This expedition left Toronto July 23 1857 and next day boarded the side-wheeled steamer Collingwood, (formerly named Kaloolah), Captain McLean master, and sailed for Fort William This steamer passed through the canal July 27, and was the first **registered Canadian steamer that ever sailed on Lake Superior** It arrived outside the bar at Fort William 4 p m July 31st and anchored On August 1st the members of this party landed 44 in number and the steamer departed for Collingwood This side wheel steamer was built by Bidwell and Banta of Buffalo to the order of Alex MacGregor of Detroit, and was purchased by Canadians and put on the route from Sturgeon Bay to Sault Ste Marie Capt MacGregor, Master Before the O S and H R R was opened to Collingwood in 1855 the route by Holland Landing, Orillia and Coldwater had been used by travellers, and stages connected with Sturgeon Bay where docks and immigrant sheds were built several years prior to that year But when Collingwood was selected as the terminus of the railway this steamer then ran from that port to the Soo till the close of 1857 While on this run the steamer was sailed by Captains McLean and Butterworth In 1858 and afterward this steamer was running on Lake Huron and while trying to release a vessel ashore near Saugeen went ashore and was totally wrecked in August, 1862 When operating on Lake Huron she was again known under the former name of Kaloolah

In 1858 some Toronto merchants bought the twin screw propeller Rescue in Buffalo, built in 1855 by Bidwell and Banta and fitted her up to engage in the Lake Superior trade having secured the contract to carry the mails for the Red River settlements This steamer under the command of Capt James Dick (a family well known in marine circles on Lake Ontario) left Collingwood at 10 30 a m July 12 1858, with passengers and mail on her first trip to Fort William and anchored outside the bar at 7 00 p m on the 15th The following morning they sailed down to Grand Portage, where Captain Kennedy, along with two Indians took charge of the mail and in a birch bark canoe conveyed it to its destination over the old trail formerly used by the North West Fur Company This trip of the steamer Rescue was the beginning of the great North West trade which we have today The ports of call on the north shore of Lake Superior of that time, like those on the south shore are not used to any great extent nowadays After leaving the canal steamers called at Point Aux Pins Batchewana, Mamaise Mine, Michipicoten Harbour, the Pic, Red Rock (Nipigon) and Fort William, and at a later period Silver Islet and Prince Arthur's Landing There were no docks at that period. Vessels usually anchored and the freight was transferred to shore by small boats and scows. In 1860 when the Prince of Wales, afterwards King Edward the Seventh, visited Collingwood this steamer was chartered to convey the Royal Party on a trip around the bay. During the Fenian Invasion, in 1866, she was doing patrol duty on the lakes. In 1863 from canal records this steamer made two trips to Fort William, for a number of years being engaged in towing on the lower lakes, and finally was dismantled on the St Lawrence in 1874.

In the season of 1859 an opposition steamer appeared on the scene, the side-wheel steamer Ploughboy, being brought from the river and Lake Erie trades. One of the principal owners was a member of Parliament, and whatever methods were adopted to wrest the mail contract from the other steamer we know not, only it gave rise to much criticism on the floor of the House at a future date. This steamer also was transferred to the Lake Huron run from Sarnia to Saugeen calling at intermediate ports. The Ploughboy was built at Chatham, Ontario, in 1851, and later the name was changed to the T. F. Parks, when it was used for towing purposes on the lower rivers, and finally burned at Detroit in 1870.

In 1864 another steamer owned by Carruthers of Toronto arrived at Collingwood to engage in the Lake Superior trade under the command of Capt. Thomas Leach. Built at Niagara in 1840, for Heron and Dick, for the Royal Mail Service, and known as the City of Toronto, in 1861 the owners gave her to the Abbey Brothers of Port Robinson in part payment for a new vessel they were building, and it laid at that port for some time, finally disposing of her to Capt. Disten, who had her towed to Detroit, where she was completely rebuilt and the name changed to Racine. In rebuilding, this steamer was remodelled, and instead of the clipper bow she appeared with a straight stem, and the main and mizzen masts were removed. In 1864 this steamer was again registered in Canada under the name of Algoma, and passed through the Soo canal May 9th, on her first trip to Fort William, with passengers, mail and freight. Some time after this she was sailed by Captain Perry, whose brother kept the light-house on Isle St Ignace, where there were some mining operations carried on. On the last trip of the season, he had intended to call and take his brother off, but owing to stress of weather, fuel and supplies running short, the captain decided to go in and sent a wire to Duluth to have some of the Hudson Bay Company's men call for his brother. Unfortunately the latter, left alone, tried to make his way to Fort William along the bleak barren shores of Superior. He never arrived, but some time afterward his body was found frozen in the shore ice, partly mutilated, in a little bay west of Silver Islet, and the bay to day is known as Perry's Bay. The last trip of the Algoma was in 1874, when along with some other boats she steamed out of Collingwood harbour, as an escort accompanying the Steamer Chicora which was leaving there on a cruise of the Great Lakes, having Lord Dufferin, the Governor General and suite on board. On this occasion the Algoma was sailed by Capt. Dan Cameron, a member of a well known sailor family of that port. Being condemned for further service she laid dismantled at the dock, was eventually burned, and drifted across to the west side of the harbour, where her remains lie buried in the sand. While engaged in the Lake Superior trade, she was sailed by Captains Leach, Perry, Symes and Orr, and many of the young men from Collingwood and vicinity commenced their sailing career on this boat.

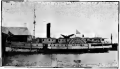
At Halifax, after the Civil War in the United States, there lay the famous blockade runner "Let-Her B", built at Liverpool for the Bee Lane. During that time she made about eight successful voyages from some of the West Indian ports to Charleston, S.C. She was hotly pursued on one occasion by the fleet of the Northern States. The Atlanta and the Connecticut kept up the chase for 15 hours, although they finally gave it up, but not before considerable damage was done to the "Let-Her B." Captain Coxetter, who claimed to have sailed her at that time, was a familiar figure around Port Arthur during the seventies, and with his wife lies buried at Savanne. The Milloys of Toronto bought this steamer, and brought her to Collingwood in 1868, to go in the Lake Superior trade. They had a part cabin built for the accommodation of first class passengers. This steamer was built of iron, having most graceful lines, with two long rakish funnels placed fore and aft giving her a smart appearance, and for that period she was considered very fast. In order to pass through the canals she was cut in two, and joined at Buffalo, and ran from Collingwood, Fort William and Duluth from 1869 until September, 1875. For a couple of seasons she laid in ordinary, when she was again towed to Buffalo, cut in two, and taken to Lake Ontario. This same Steamer Chicora, for many years ran from Toronto and Niagara. Now she is used as a tow barge around Toronto and the name was changed to Warrenko. In 1870 the Chicora was one of the steamers that carried Lord Wolsley's Expedition to Fort William. The captains who sailed her, were MacLean, Trip, MacGregor, and Orr. Captain William Manson was in charge when she was taken to Lake Ontario in 1877, and for several seasons this promising young man was first officer on her. He died in Toronto in 1878.



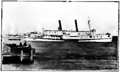
The Steamer Collingwood on the rock near Michipicoten Island Lake Superior
(Steamer Kaloolah)

RESCUE

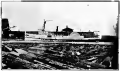
PLOUGHBOY



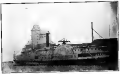
ALGOMA



CHICORA



WAUBUNO



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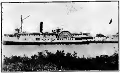

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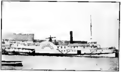

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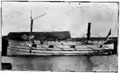

CITY OF OWEN SOUND

CITY OF WINNIPEG

CAMPANA

MAJESTIC

CITY OF COLLINGWOOD

The side wheel Steamer Waubuno was built at Thorold in 1865 for the Beatty Brothers for the Georgian Bay trade from Collingwood to the Soo, and was sailed by Capt. J. B. Symes. On August 8th, 1867, the Waubuno passed through the canal on her first trip to Lake Superior having the Dawson party on board, Mr. Dawson established the famous Dawson route from Port Arthur over which the Wolseley Expedition travelled in 1870 on their way to Fort Garry. Some years after this the little steamer made several trips to Fort William and was sailed by Captain P. M. Campbell. On November 22, 1879, the Waubuno foundered in the Georgian Bay while on her last trip of the season between Collingwood and Parry Sound, all on board being lost. Captain Burkett was the commander.

In 1867 the Frances Smith was built at Owen Sound for the Georgian Bay trade, was one of the finest equipped steamers at that time on the Lakes and was sailed by Captain Smith. Her first appearance at Fort William was during the Red River Rebellion in 1870 when she carried supplies for the Wolseley Expedition along with the Algoma and Chicora. The Smith was sailed for many years by Captain Tate Robertson of Owen Sound. She traded to Fort William and Duluth until 1887 and was purchased by the Georgian Bay Transportation Co., now the Northern Navigation Company. The Smith's name was changed to the Baltic, ran from Collingwood to the Soo and Mackinac for several seasons; in 1893 she ran to Chicago and latterly went by the fire route at Collingwood in 1896.

The ever increasing trade passing through Collingwood to the Head of the Lakes required more ships, and two fine side-wheel steamers were built at Port Robinson in 1871, namely, the Manitoba and the Cumberland. The Manitoba under Captain Symes made four trips that fall to Fort William, and the following year she was added to the Sarnia Line just begun from that port. Owing to the bar at the mouth of the Kaministiqua River, all steamers anchored outside, but in 1873 a narrow channel was dredged through this obstruction and on August 16th, 1873, the Steamer Manitoba under the command of Captain Symes entered the Fort William harbour and tied up at the Hudson Bay Company's dock. This was the first steamer that entered the Fort William harbour and the only person, so far as I know, who sailed on her at that time, (1889) and now living, is Captain John McNabb, now living retired at Sarnia, who was first officer in 1873. While on the Sarnia Line she was wrecked on Lake Huron. Being released and rebuilt the name was changed to Carmona. Running on various routes until 1900 she was cut in two at

Collingwood, and lengthened, and her name was changed to Pittsburg For a couple of seasons she ran from Toledo to the Soo and was burned at Sandwich at the close of the season of 1903

The Cumberland was wrecked on Rock of Ages, in August, 1876 grounding during a dense fog, Captain Parsons being Master

The propeller, City of Owen Sound, was built at that port in 1875 as a steam barge during the winter of 1876-77 Cabins were built on her, and under the command of Captain John Kenney she passed through the Soo May 9th, 1877, with passengers and freight In 1878 she was sailed by Captain McNabb until the close of 1883 In 1884 she was abandoned on the north shore by the crew, and the following spring was released overhauled and sailed by Capt La France until she went down near Clapperton Island Oct, 1887 Sometime afterward she was raised converted into a steam barge her name changed to Saturn and was finally lost on Lake Huron This steamer was well known to the people around Fort William

In 1878 the Steamer Annie L Craig was purchased from the United States owners and the name changed to the City of Winnipeg Along with the Owen Sound and the Frances Smith the three were known as the Collingwood and Lake Superior Royal Mail Line The Winnipeg was built at Gibraltar, Mich, in 1870, and like most of the U S steamers of that period, had high wooden arches on both sides On July 19th, 1881, this steamer was burned at Duluth when three members of the crew lost their lives Captain Kennedy was Master To replace this steamer the owners Smith and Keighly bought the Steamer North in London and brought her to the Upper Lakes She was cut in two to pass through the canals and when she arrived in Collingwood in Nov 1881, she looked like an ordinary ocean tramp steamer—no basin, two spars sails bridge and funnel amidship The twin screw Steamer North was built in Glasgow by Aitkin in 1873 for the South American cattle trade, and for some time was owned in Cape Town South Africa. The name of this steamer was changed to Campana, and during the winter a full cabin was put on her in Owen Sound, when she entered the Lake Superior trade in the spring of 1882, under the command of Captain E B Anderson, and was considered the finest passenger steamer on the Lakes In the fall of 1883 this staunch steamer encountered one of the heaviest gales known on that lake The cabin was stove in both forward and aft, flooding the cabins Captain Anderson and Mate Alex Cameron were badly injured by the sea, and to save the vessel, as she was loading up with ice, crew and passengers began to jettison the cargo

Under the command of the second mate, Hans Halverson the steamer was brought into Michipicoten Harbour. Hans was a well known figure around Fort William and died there a short time ago. This was probably the hardest time the Campana ever had. With the coming of the new C.P.R. boats in 1884 and having direct communications to the west the Collingwood Line seems to have gone out of business a few years afterward and for a time the Campana was chartered by that line. In 1893 she ran from Toronto to Chicago, and latterly on the St. Lawrence River, but finally broke in two on the Wye Rock, in 1912.

In 1898 two new passenger steamers ran from Collingwood to Fort William and Duluth, namely, the Majestic under Captain P. M. Campbell and City of Collingwood under Captain James Bassett. The latter steamer was built in Owen Sound in 1893 and in that year ran to Chicago. The Majestic was built at Collingwood in 1895 and ran to the Soo. The companies amalgamated and for some time these steamers ran to the Soo and Mackinac. The Collingwood burned at Collingwood, in 1905, when three or four lives were lost and the Majestic burned at the dock at Sarnia in 1916.

In this paper the writer has dealt principally with the Collingwood and Lake Superior Line as it was the pioneer steamer line to open up and develop the trade from the east to the Northwest Territory and laid the foundation from a small beginning with the little steamer Rescue to the enormous trade we have to-day. It is interesting to compare her carrying capacity with the Steamer Grant Morgan now named the Donnacona, a vessel 625 feet in length. There are a few persons living who have seen all this development take place on the route. The grand old man of Fort William, Peter McKellar, was a passenger on board the Steamer Illinois on her second trip to Lake Superior after the opening of the Soo Canal in 1855, bound for Ontonagon, Mich., where the family spent a few years. Leaving there with his father and brother they crossed Lake Superior in a 25 foot sail boat. At Collingwood is another man named John Wright, over 90 years of age, who as a young man sailed on the Steamer Ploughboy for some time.

Too much praise cannot be given to the pioneer ship masters who blazed the trail, for in earlier years not a single spar buoy or gas buoy marked the dangerous shoals. The only light house they saw on the whole trip was Whitefish Point light, forty miles above the Soo. In 1859 the light houses on Nottawasaga Island, Griffith Island and Cove Island were put in operation on the Georgian Bay. When looking over the chart of the north channel there, you will see shoals named after most of the early mentioned vessels indicating that at some time or other they found bottom, and it is not to be wondered at.

For the purpose of comparison between the early steamers and those of to-day I add a list of dimensions of all save one of the Collingwood and Lake Superior Line from the side-wheel steamer Collingwood which was the first to go up that lake, down to the City of Collingwood, the last of that line.

COLLINGWOOD AND LAKE SUPERIOR LINE
1857—1898

Name	Rig	Where built	Year	Length	Beam	Depth
Kaloolah Collingwood	Side wheel	Buffalo	1853	188	25	9 11
Rescue Ploughboy	Propeller	Buffalo	1855	171 5	22 [illegible]	10
T F Park City of Toronto. Algoma		Chatham				
Waubuno	Side wheel	Niagara	1840	163	22	11
Lot Nar B Warrenko Chicora	—	Thorold	1865	135	18 3	7
	—	Liverpool (G B)	1864	221	26	10 7
Frances Smith Baltic	—	Owen Sound	1867	181 5	27 0	11 6
Cumberland	—	Pt Robinson	1871	204 5	26	10 7
Manitoba Carmona Pittsburg	—	Pt Robinson	1871	1?3	25	11
City of Owen Sound Saturn	Propeller	Owen Sound	1875	173	31	13
Annie S Craig City of Winnipeg		Gibraltar	1870	184	31 5	12 2
North Campana	—	Glasgow (G.B.)	1873	240	25	13
Majestic	—	Collingwood	1895	209		
City of Collingwood	"	Owen Sound	1893	213		

HISTORICAL SKETCH OF THE FIRST PRESBYTERIAN CHURCH, FORT WILLIAM

(The first Protestant Church in Fort William)

BY REV. D. McIVOR

Fort William itself was named after William McGillivray, who was in charge of the North West Fur Company in Montreal. The men in those days were well known Scotsmen, such as McKenzie, McBeth, Cameron. It was first named Fort William in 1805. In 1821 the Hudson Bay Company took over Fort William from the North West Company. The last Hudson Bay Co. factor was John McIntyre, a Scotch Presbyterian. There was no church in those days nor any religious service. The first record of any religious service was that of Rev. Dr. Topp of Toronto who visited the Fort to hold service at the invitation of Mr. McIntyre between the years of 1856 and 1859 when divine services were held in the store. All irrespective of creed or class attended and the ordinance of baptism was administered.

The first Protestant missionary to the Lake Superior District was Mr. Vincent of Knox College, who was sent in 1870 to conduct religious services with the troops that were passing through at the time of the Reil River Rebellion. He held services at Fort William and Prince Arthur's Landing, now Port Arthur, and at other stations along the route of march. In the fall of 1870 Mr. McFarlane, who was tutor to the McIntyre boys, preached at Fort William and Prince Arthur's Landing and in the spring of 1871 a Mr. Cockburn succeeded Mr. Vincent but soon left.

The Fort was dependent on anyone who came along to take up services. In 1873 Mr. McKeracher, a student, arrived and became an ordained missionary in Fort William. He built a lecture room at Prince Arthur's Landing, and the First Presbyterian Church in Fort William. Peter McKellar was chairman of the committee that chose the site, and it was decided to build in West Fort, as the people in the east end had carriages and could drive. A large part of the congregation lived in West Fort and most of the workers. The lumber was from the mill of Mr. Oliver, father of Dr. Oliver. Miss Jessie Oliver, sister of Dr. Oliver, sent up the windows from Toronto after she had returned from her summer holidays here. Oliver and Davidson also presented the site for the church. On the first board of management were A. and J. McKellar, F. C. Perry, and Mr. Middleton, the Scotch engineer. The carpenter in charge of the construction of the chuch was the late Colin McDonald He was assisted by many of the adherents who gave willingly of their labours and means The late Andrew Crawford of Slate River, then in business in West Fort, and his brother Neil, gave great assistance in the building of the church

The first elders of the church were Dr Smellie and Mr Livingstone of Silver Islet They went all over the district whenever duty called them

For a few years the church was served by missionaries Then in 1881 it was considered strong enough to require the services of a minister for this field alone For some time the Rev Mr McKay held the appointment, being succeeded by the Rev J G Shearer who is known all over Canada for his Social Service work In 1885, Rev Robert Nairn now retired at Kenora, was appointed, serving both east and west Fort William Following him came James Buchanan a Scottish minister who preached for a time, living in Port Arthur, and walking to West Fort William Mr Buchanan was followed by Hugh Fraser in 1888 afterward known in China, Vancouver and Calgary Then followed Mr Whiting, and he held the first service ever held in Slate River district The service was held in a poplar grove on the farm of the late A McGlashen

Of late years there have been Rev Andrew Boyd, 1904 and 1905 Rev John McCorkindale in 1905-1907, D A Macdonald, now of Korea, and John McEwan, of Cartwright, Manitoba The Rev Robert Dewar, of Scotland and India, gave the longest service of any minister who served in West Fort William. He is still a very faithful worker in Superior Presbytery Rev R W Rumley, now of Morden was the last minister He resigned when union took place Rev D McIvor was called from Winnipeg, May, 1926, to the united charge of First Church and Grace Methodist, known as First United Church

(Information from the Church records, and also from Messrs P McKellar and W S Piper and the Rev Robert Dewar)

DO YOU REMEMBER?

(The following articles ran in the Times-Journal from May 29, 1926, to November 20th, and are reprinted with the permission of the Editor.)

Do you remember when the corner of Syndicate and Victoria Avenues were known as Marks' corner? When the present premises of Wilson and Wilkes clothing store were occupied as a grocery store by the firm of Thomas Marks and Co., with Sam Jones, as manager? The building was enlarged and altered became the Victoria Hotel, and later the Imperial Bank.

When the corner of Simpson and Dease streets was the Hudson Bay crossing? The Hudson Bay had the largest store in town at this corner. It was a two storey white brick building, and was destroyed by fire, and was never rebuilt. One half of it was a wholesale and retail liquor store. We knew nothing of the O.T.A., "in them days."

When the corner of Syndicate and Duncan Street was called Morton's crossing? The present house standing was erected and occupied by E. A. Morton, well known insurance agent, school trustee, alderman and candidate for mayor. He now resides at Windsor.

When the W. H. Whalen Company had a dry goods store in the old Victoria Block where the R. E. Walker Company now is? Billy Whalen used to advertise his location as on "Victoria Avenue, next door to the hole in the ground", referring to the fact that the excavation for the Murray Block had been completed and allowed to stand a year or so before the building was erected.

When the street cars from Port Arthur ran only to the boundary. The street railways originated in Port Arthur, when that city felt that its business and trade was slipping away to Fort William. At first this city prevented its entrance and a stage was run from the boundary to the Avenue Hotel by Mac Rochon.

When the present site of the Ogilvie mill was a saw mill. Graham, Horne and Company were lumbering in a large way at that time, and their mills and yards covered all that section over to Syndicate Avenue. There was a big refuse burner, opposite the present site of the Children's Shelter.

When the lacrosse grounds were on the east side of Simpson Street? The only building was the present Gerry hardware store, which was then the Times-Journal office and the lacrosse grounds extended down to Bethune street Among the players were Clarence Jackson Fred Fair, Jimmy O'Hagan, Bob Manion Joe L Esperance

When the C P R Hotel was the leading hotel? This was a large stone and brick structure on Hardisty street, a little below the present yard office, which was then the passenger station The hotel was run in real first class C P R. style for some years Afterward it became a boarding house for railway laborers and was finally torn down about five years ago.

When Fort William drank river water?

The original water supply system of Fort William consisted of Ben Mercer and his outfit of pails and barrels He drew the water from the river at the site of the pesent subway dock and peddled it to his customers all over town The water barrel was at that time a very important and necessary piece of kitchen furniture Ben was later succeeded by Jimmy Davidson who was put out of business by the city water works with a pumping station a short distance above elevator D, and still using Kam water As engineers at the pumping station, which was combined with the electric light plant, were John McRae and Jack Adams Some time before the water works were started, the city, in its search for good water, had bored a well over three hundred feet deep near the city hall on Brodie Street A splendid supply of excellent water was obtained, and the town pump soon became the magnet that attracted hundreds of citizens with all kinds of vessels for carrying the precious fluid After the establishment of the water mains, the well was deserted, the pump removed and the site forgotten It was not many years before the pump regained its old time prestige and popularity As a result of drinking Kam water the town was visited with a terrible scourge of typhoid fever, the old well was relocated, the pump re established and again Brodie Street became the Mecca of all who thirsted for the life giving fluid Again the water peddlar was seen in the land but this time he brought to the fever stricken homes good pure water from the old well, this time pumped by a modern gasoline engine It is not too much to say, that the city pump was the best friend the citizens of Fort William had in their greatest need and this article is just to remind old timers of that fact and to ask them to take a drink of good Loch Lomond at the City Hall drinking fountain which is the site of the old pump

Do you remember when Bill Armstrong was not postmaster? When John McKellar was reeve and mayor through force of habit? When Allan McDougall was police magistrate with his office at Westfort? When the police station was at

Westfort with Dick McNabb as jailor? When Jim Conmee was member for West Algoma and his constituency included the Manitoulin Islands and extended to the Manitoba boundary? When Jim Tonkin was street commissioner? When Archie Campbell was chief and only police? When there were dog races on Victoria Avenue? When the post office was in the rear of Hank Austin's building at the corner of May and Victoria? When W J. Ross was C P R Superintendent of buildings and bridges and when he built old Elevator B? When Sam Young was a C P R conductor? When Jim Murphy was C P R coal dock foreman? When the C P R paid from the pay car, and we never knew just when the pay car would arrive? When the freight shed and elevator employees were paid 15 cents an hour, When Al Sellars brought the first automobile to Fort William? When Hugh Piper was chief of the volunteer fire brigade? Doc Baker? Hanover Apps? Joe Buffalo?

Do you remember when the Central School was on the corner of Victoria and May?

The first public school was at Westfort, and the first school at the east end was situated on the present site of the Bank of Montreal The school house itself was some little distance back from the street, but the school grounds took in the whole corner The present building was erected by W J Ross and originally occupied by the Commercial Bank of Manitoba This was the first chartered bank to have a branch in Fort William, though the private banking firm of Ray Street and Co preceded them The school building was moved to North May Street and was brick veneered It is the building standing back from the street between the post office and the Times-Journal

The Bee Hive store in Westfort? This was a general store conducted by King and Peltzer and was the first venture of John King into commerce Mr King had been a C P R employee from the very early days of the railway, and his Bee Hive developed into Fort William's largest retail store He built the Roy Block, and here the John King Company built up a wholesale business which was sold to the Cameron Heap Company

The floating grain dryer? The spring of 1912 saw a very large amount of tough and damp grain in the elevators and cars The situation was particularly serious as there were only one or two small dryers in operation at that time The C P R. secured the Steamer Helena from Chicago She was fitted up specially for the drying of grain in large quantities This floating dryer was placed at Elevator B, and was the means of saving a vast amount of grain

Do you remember when the street railway was a single track road?

We have to-day a street railway that is up to date and which gives a splendid service, but it was not always thus. Originally there was only a single track and for a long time only three cars. There were sidings at several points in order that the cars might pass and it was a common thing to have a long wait at one of these sidings for a car that was behind time.

The Fort William end of the track was at the corner of Frederica and Edward Streets, and the Port Arthur terminal at the old C.P.R. depot which was near the present site of the car barns. The cars were operated from either end, and instead of turning the car the trolley was reversed and the motorman went to the opposite end of the car. The seats ran lengthwise and the car was heated by a small coal stove placed in the middle of one of the seats. One might be warm enough if fortunate enough to get a seat near the fire. The cars were named instead of numbered, and one recollects such names as Kakabeka, Kamministiquia, and Kapakotongwa. There was one time when the generator burnt out, and the road was without power for about a week. The cars only came to the boundary at that time, and they were pulled over the road by horses. Originally the road was operated and owned entirely by Port Arthur, and Tom McCauley was manager.

Do you remember the Prince Arthur's Landing and Kamministiquia Railroad? Here is a piece of history known to very few of our citizens, but which is well worth remembering.

Originally Port Arthur was known as Prince Arthur's Landing and was the centre of the entire north shore district. The C.P.R. was being built by the government. The Winnipeg section was under construction with the proposed terminus at West Fort William. This naturally was most disappointing to the people at the Landing, and when they found that no influence or pressure could bring the railway to them, they resolved that they would go to the railway. The leading man at that time was Tom Marks. He was the promoter, the enterprise in the country. He, with the brains, and the financial aid of nearly everyone of his associates, organized the Prince Arthur and Kamministiquia Railway, and built the road from West Fort William to Port Arthur, (from the Town Plot to the Landing). They had as rolling stock, one engine and no cars. The company itself never operated their railway. Operation was first carried on by the construction contractors who turned it over to the government, and it eventually became C.P.R. The latter afterward abandoned the railway for their own line. The abandoned grade was utilized by the P.D. & W., who in turn gave it up to the C.N.R. The present C.N.R. direct line from Westfort to the old roundhouse in Port Arthur is the original line and the oldest piece of rail road in Port Arthur.

It was a mighty big enterprise in 1875 for such a small community to construct that piece of railway, but the people refused to see their town ignored, and with a leader like they had there was nothing impossible. The municipality of Shuniah sold debentures and gave the road a bonus of $35,000.00, bonds were issued by the company, but the main financing was done by Thos. Marks, himself, the president of the company. On taking over the road the government paid the company $14,000.00. The road itself was a dead loss to the company but the profit was in the benefit to the business interests and the making of the Landing a railway point.

Do you remember the old time picnics? The popular picnic spot for years was Kaministiquia. This was probably because it was the most available, for you must remember there were no autos then, the street car reached no park, and there was only one railroad. The great annual picnic was that of the C.P.R. employees, and this has a very direct connection with present day conditions, for it was by these events that the C.P.R. employees financed their library which was the origin and nucleus of our present splendid public library.

When the C.P.R. employees or some other organization held a picnic, the town was deserted for the day. A long train of coaches left in the morning loaded to capacity, with a happy crowd, Pa and Ma and the children, not forgetting the baskets. There was always dancing and a good program of sports including a lacrosse game.

After the C.N.R. was constructed a new ground was made available at Stanley. That is, the railway brought you to the foot of the hill, and then you had a climb. But who cared for a little thing like that? Many a hard lacrosse game was fought out at Stanley between Port Arthur and Fort William. Do you remember the one that ended in a general fight, wherein the mother of a Port Arthur player took part with her umbrella? And also, do you remember the picnic at Welcome Island when the boat came away, leaving George Hourigan over there?

Do you remember Jack Carney, for many years winchman at Elevator A, foreman of B, and boss grain trimmer? Jack was a real pioneer among elevator men, coming here with M. Sellars from the Northern Elevator, Toronto, in 1884. At that time there was only the original C.P.R. elevator at

Port Arthur. Then came elevator A, in Fort William, and it was in this house that Jack held sway for so many years, and it was here that he displayed his great qualities for handling men and handling grain. In both he showed an ability that has never yet been surpassed. There was about Jack Carney a quality of calm confidence and assurance that made him master of any situation, no matter how difficult, and there are at times, some strenuous situations around an elevator. Grain handling conditions have changed greatly in recent years, but I believe that any of the present grain men who received their training under Jack Carney, will agree that had he lived he would have kept right up with the changes and have been found a leader to-day, as he always was. Don't you remember that piercing whistle of his, calling his gang? Can't you see him now, splicing a shovel line or hauling in a string of cars? Jack was a big man, and his heart was as big as his body.

Do you remember when the Ogilvie slid into the river? It was on May 26th, 1906, about five or six o'clock in the evening when the city was startled by the news that the Ogilvie elevator was sliding into the river. The movement continued until about midnight, and daylight showed the steel tanks leaning over the river submerged for about fifteen feet of their height, and pulled away from their piles on the land side. The superstructure had slipped even further and the whole seemed in danger of going completely into the river at any moment. For the first few hours vessels refused to take the chance of passing. No further movement took place, and the work of saving the grain was started. This was done by means of scows on the river side and cars on the rail side. The cars were unloaded at elevator D, and the scows at different elevators. A very great part of the grain was wet. The foundation was the usual type of a concrete mattress on top of piles, and the collapse was due to the piles nearest the river giving way. The original elevator was very much nearer to the river than the present one is, and consisted of steel tanks only. There have been two concrete additions since then. A peculiar feature in the construction was that instead of being rivetted in the usual way, the plates of the tanks were all bolted together. This, of course, helped greatly in taking apart, and allowing the old plates to be used again with little damage.

Do you remember when 'Doc' Hamilton ran against 'Doc' Smellie for the local house? When there was a saw mill on the Kam River opposite elevator A? This mill was built and originally operated by Oliver, Davidson and Company. Mr. Oliver was the father of the late Dr. Oliver, and also of H. J. Oliver, the C. N. grain agent. In later years it was operated by Carpenter and Co., Mr. Carpenter afterward became sheriff of Rat Portage (Kenora). This was at one time a scene of great industry, there was the mill and also the company store and boarding house, and also other houses. It would be difficult to find a vestige of this departed industry at the present time.

Do you remember when Alex McNaughton was not city clerk, and Bill Dodds was not chief of police? When Al Sellars, Jim Whalen and "Cap" McAllister went out about half way to the Cape in Al's car over the ice to where the tug was breaking a way for the incoming boats.

Do you remember the Indian Mission across the river from elevator D, when the fur traders first reached the head of the lakes there came with them the missionary priest. There was erected on the south bank of the Mission river just around the corner from the Kam, a large wooden cross and there it was to be seen for many years until progress and economic change required the land.

The whole area south of the Mission including Mount Mackay was made an Indian reserve, and the Indian village clustered around the missionary's headquarters, where the Kam seeks an outlet to Thunder Bay, through the Mission river. Little but the stone house now remains, but memory brings to our mind a picture far more charming and idealistic than our eyes can now see. The stone house is not really of the pioneer period, but only dates back some thirty or thirty-five years. The original buildings, consisting of the priest's house and the church, were of logs and were destroyed by fire. The church was replaced by a neat frame building, a little north of the stone house and just beyond it were the convent and the school house. Between the church and the stone house was the cemetery, and grouped around this centre was the Indian village of small white-washed cottages. The whole was a happy, quiet, peaceful scene. The brothers at the Mission were wonderful farmers, and were the pioneers in showing both Indian and white man the possibilities of the land. All old-timers will remember when Brother Jerome used to supply vegetables to the two towns. The sisters conducted the first school at the head of the lakes, and that school was attended by boys and girls who are now Fort William citizens. For many years the priests, the sisters and the brothers, untiring in their energy, spent their lives in the service of the Indians. The end came to a long era of quiet content, when commerce in the shape of the G.T.P. required the territory of the Mission. The Indians divided into two bands, one settling at the foot of the Mountain, the other going to Squaw Bay, whither the church and the cemetery had been moved and where the Jesuit missionary still carries on God's work, while the stone house stands a monument to and a reminder of, a historic past

Do you remember when Fort William collegiate students were obliged to travel to Port Arthur and later, when the Fort William collegiate was opened in one room in Ogden school? When the Central school grounds were enclosed by a high board fence? When Mrs Sherk was teacher at Ogden? When Aleck Snelgrove had a general store on Victoria Avenue? When Magistrate O'Brien was a policeman and Magistrate Palling was carpenter, and both good at their jobs? The first brick house in Fort William? It is the house still standing at the corner of Ford and Frederica streets It was erected by the late John Armstrong, for many years keeper of the light at the mouth of the Kaministiquia river

Do you remember the first concrete building in Fort William? This was the Copp Foundry at the corner of Syndicate and Empire avenues It was built by the Copp Company who moved here from Hamilton and operated the plant in the manufacture of stoves. It was turned into a munition plant during the war, and was destroyed by fire in 1917

Do you remember when the C P R station was at the foot of Bethune street, where the yard office now stands, and there were four hotels on Hardisty Street? The old station was burned to the ground a few years ago

Do you remember the Dominion elections of 1887? Fort William and Port Arthur were at that time in the constituency of Algoma This was no mere pocket riding It included everything between Lake Superior and Hudson Bay, had the Manitoba boundary for its western limit and on the east it included Sault Ste. Marie and Manitoulin Islands. There was neither C N R, nor G T P and the C P R had only started in the previous year running trains on the north shore There were no roads worth mentioning, and the automobile was unheard of The election being in the winter time made snow shoeing and dog sledding popular with the election officers

Sir John Macdonald was the premier appealing to the electors for a new lease of power the Liberal forces were led by Edward Blake The candidates were both from Port Arthur S J Dawson, sitting member was the Conservative candidate Mr Dawson was civil engineer and was the man who had laid out the route for the troops in the first Riel rebellion His name still remains attached to the Dawson road D F Burke was the Liberal candidate He had come to Prince Arthur's Landing as manager of the Ontario Bank, become a contractor and was prominent in most of the enterprises of the early days. He was always interested in farming, was owner of the Port Arthur Herald and liked to be known as the "farmer editor."

The campaign was hotly contested. It was customary to hold joint meetings at which both candidates of their representatives appeared. This helped to arouse interest and was the occasion for many clever tricks. On one occasion the Burke forces were holding a meeting in West Fort William at which Dawson was invited to speak. Just as his turn came, the announcement was made that the train was pulling out; all the Port Arthur people, including the Conservative speakers, went away without a chance to present their case.

The election for Algoma was held at a later date than in the rest of the Dominion, and the general result was known before polling day here. Despite the fact that the Conservatives had a big majority, Dawson only squeezed in by a majority of 13. The election was protested, but the protest was eventually dropped. D. F. Burke contested the next election, but was defeated by George H. McDonnell.

Do you remember when Jimmie Rabidean kept a blacksmith shop and shoeing forge on South May Street, and also drove a trotting horse? When Bobbie Hamilton had a dry goods store in the Keppy Block, and to the enjoyment of the whole community, sang Scotch songs at local concerts? When there was a co-operative grocery store in a frame building on Victoria Avenue, where the Francis Block now stands? When there were five livery stables where you could hire a horse and not one garage? When McLaurin and Dow conducted a grocery store in the building now occupied by offices of the Ogilvie Milling Company. This store was the lineal descendant of John McLaurin's trading post. Mr. McLaurin was among the very earliest of Fort William citizens and traded with the Indians long before there was any settlement here. His original headquarters were on the present site of D elevator.

Do you remember when George Brown sold meat? George W. Brown came from Collingwood nearly fifty years ago, when Port Arthur was Prince Arthur's Landing, and established a meat market under the firm name of G. W. Brown and Co. He was successful from the first, and when the time was ripe opened a branch in Fort William. Later he disposed of his retail business and became manager for Gordon Ironside and Fares when they established the first wholesale meat house here. In former times Mr. Brown was very active in Port Arthur municipal politics. He served several terms as councillor, and there remains in the memory one especially warm campaign for councillor in ward two. There were three to be elected and Mr. Brown was on the ticket which included

D. F. Burke and W. J. Bawlf as candidates. At that time there was a widely advertised patent medicine "B.B.B." and the Brown, Burke, Bawlf combination became known as Burdock Blood Bitters. George has quit the meat game, but is still going strong. He has so many good qualities that his friends are willing to forgive him his two failings. He saw his mistake in time and left Port Arthur. He has always voted Tory, but close observers say they see indications that if he is given sufficient time, he will correct this habit also, say in two or three hundred years.

Do you remember George Dulmage? One of the best and squarest sportsmen our city has ever known. He came here from the west about 1896 or 97, was employed in the C.P.R. freight sheds and played lacrosse and hockey until he died in 1911. Faithful and efficient in his work, he came to be John Fraser's right hand man in the freight sheds, but it was on the lacrosse field and on the ice that he won the hearts of all. Don't you remember some of those strenuous lacrosse games on the hill in Port Arthur or on the old Simpson Street field where the Murphy block and the West Hotel now stand? The games when George Dulmage, weighing only about 120 pounds, was never afraid to go in and rough it with the biggest of them? And he never failed to give a good account of himself. He was in his prime when the lacrosse club included such live players as Jimmy O'Hagan, Bill Lillie and Bob Manion. At first he played goal in the hockey team, but later became point player. He never wore the regulation hockey skate, but stuck to the old style of spring skate, a style that is now extinct. His last appearance on the ice was as official referee of the New Ontario Hockey League.

Do you remember the big grain shed of '88? It was built in the winter of 87 and 88 to take care of the bumper crop of 1887. Figures are not now available as to the amount of that crop, but it would be safe to say it would not look nearly so great now as it did then. It was, however, a real bumper crop. It filled up every inch of available space and taxed the C.P.R. to its limit. The storage at that time consisted of elevator A, one of a quarter million bushels, and the C.P.R. elevator at Port Arthur (Horne's) 350,000 bushels. To this was added the big grain shed, over half a million, all other warehouses that could be made to serve, and the cars in the yards. There was probably the vast total of two and a half million bushels in store here at the opening of navigation. The big shed was 500 feet long and 125 feet wide. The timber sills were laid on blocks, placed on the frozen ground. Joists were set upon these timbers, and floor laid, the sides run up, and about every sixteen feet a partition was run across the building. This made a bin about 16 feet wide and 125 feet long. On each side of the shed a track was laid, and from the cars on this track the train was unloaded with barrow and pushcarts. It was dumped on the floor, and runways made to pile it as high as possible. The building and filling of that shed went on at the same time, and the grain men were right on the heels of the carpenters, the whole time, filling a compartment as one was ready. In the following spring the grain was reloaded into cars, and put through elevator A. The site of the shed was opposite elevators A and E. The shed was used for one season only. During the construction of elevator B. the following summer, part of the shed was used as a boarding camp.

W. J. Ross, present hydro commissioner, was C. P. R. superintendent of bridges and buildings at that time, and the construction was carried on by his department under the supervision of J. W. Robertson. A notable arrival at that time was a young lad from Ireland called Jack Flannagan who has stayed with us ever since.

Do you remember M. Sellars? He was the pioneer of the elevator and grain trade in Port Arthur and Fort William. He was the "Old Man" to all those who were connected with the elevators and his memory is still held dear in the minds of the old guard as a man of abrupt speech and a rough way about him, behind which was hidden a heart of gold and a warm and kindly personality. Mr. Sellars came to Port Arthur from the Northern elevator in Toronto in 1884, to take charge for the C.P.R. of the first elevator at the head of the lakes and he remained for twenty years watching that system grow until it included elevators A, B, C, D and E. He then resigned his position with the C.P.R. and established the grain firm of M. Sellars and Son. In those early days naturally there did not exist the present elaborate system in connection with grain handling. The Old Man was in his own person elevator superintendent, grain inspector, shippers' agent and vessel agent. His word was supreme, his edict final, and all parties knew that with the Old Man they would get a square deal. Originally he lived in Port Arthur, going back and forth by hand car, for that was before the day of street cars. Later he built a home on Dease street, where he lived out his life. His grounds adjoined those of St. Luke's Church, and he was at home in either place. Outside of his church, he did not take an active part in civic affairs. The Old Man was father of not only a wonderful elevator system, but also of a family of elevator men. More strictly speaking it is a race, rather than a family of grain men that he founded, for they are now in the third generation and going strong.

Do you remember when the electric light came to the head of the lakes? It seems now as if we had always been in the habit of securing light by the mere turning of a switch, but it is really not so long since coal oil lamps were the vogue in every house. And remember how all those lamps had to be trimmed and filled every day, what a task it was to clean and polish the chimneys?

Poor as was this light, there will remain in the memory of some the year when the supply of coal oil was totally exhausted before the arrival of the first boat, and we had to depend on candles. That was the time when the memory of the coal oil lamps was as of the noon-day sun. The first electric light was supplied to Port Arthur by the P. A. Lumber Company, who had a generator in their saw mill, which was located near the present C.N.R. elevator. This served until the city built the first section of the street railway and put in a steam plant at Current river about 1890. The street cars and lights were run off the same generator, with the result that every light in the city was affected by the running of the cars. All stops and starts of each of the two cars on the road were duly registered in every house in town, and with a little practice it was quite simple to locate each car at any particular time.

Fort William's first electric light was supplied by Engineers John McRae and John Adams from the old power house and pumping station located near the foot of Frederica Street.

While Port Arthur had the first electric lights, Fort William led the way in street lighting, having good arc lights, while Port Arthur was still satisfied with the incandescent lamps.

Do you remember Mac Rochon, who built the Avenue Hotel and conducted it for so many years, and whose slogan was, "If business interferes with curling cut out business." Dan Whalen who was one of the very earliest barbers, whose shop was in West Fort, and Tom Dunbar whose shop was on Victoria Avenue? Neither barber shop was cluttered up with a lot of women. Do you remember Harry Peacock in his tailor shop on Victoria Avenue, and "Doc" Coleman, chief clerk to the superintendent, who is now D. C. Coleman, general manager of the C.P.R. western lines? Joe Oakley who kept a grocery store on South May, a city alderman, who was drowned on a fishing expedition? Hughie Fraser? He came here at the time of building old elevator B, and remained for several years as B. & B. master, and was transferred to Kenora. Isaac Byran, who died a few years ago over eighty years of age, and who was employed so many years in the C.P.R. sheds?

J Madison Hicks, the socialist orator who used to conduct outdoor meetings on the vacant lots on north Brodie? W Western, the original stationer and book seller, on Victoria Avenue, where the Kelly block now stands? The firm of Morton and Adcock, who were the live realtors twenty odd years ago? Charlie Bliss who was a C P R trainman and switchman before he went back to the land, and made a big success at farming in Slate River?

THE LOST MINE OF SILVER ISLET

BY RICHARD A. HASTE

(From the Dearborn Independent, through the courtesy of the editor.)

In the vicinity of Lake Superior is the height of land, the great ridge pole of the roof of the continent. This region has always been a land of mystery. Here are laid the scenes of many beautiful Indian legends. The rock girt shores of the lake were the favorite walks of the Great Spirit. Here, according to the Indians, the maker of the world hid his treasures and gave them into the keeping of Missibizi, god of the sea. To this treasure land, long ago, came strange people from the south, the mound builders and the Aztecs, for copper. To this "shining big sea water" came also in a later day those men of iron whose deeds make up the story of the Great Lone Land, a story that has never been fully told. It is with one of the hidden treasures of this lake that this story has to deal.

You who have been so fortunate as to take that most delightful of all summer journeys, the lake trip from Owen Sound or Sarnia to Port Arthur, doubtless remember Thunder Cape, that bold promontory that guards the entrance to the twin harbours of Fort William and Port Arthur. No doubt your attention was called to Isle Royale, lying to your left as you approached the Cape, and you learned perhaps some of its interesting history. Perhaps too, if it were a clear day, the captain gave you his binocular and directed your eyes to a low lying island near the North shore not far from the base of Thunder Cape, a little island that seemed not so large as your hand, on which stand queer shaped buildings, now partially wrecked and rapidly going to decay, but this you will not notice even with the glass. Silver Islet it is called.

Perhaps the captain told you of the lost mine beneath the lake, of the shafts and levels that honeycomb the rock more than a thousand feet below the level of the water, of the tons and tons of silver that lay in sight when the cold waters of the lake "jumped the claim" and took possession of all save the upper works. It may be that you were told also by the natives of Port Arthur of the dull shocks that are frequently felt, accompanied by low rumbling thunder though the sky is clear—the ghosts of imprisoned miners blasting for silver beneath the sea.

It was, I think, in the year 1868 that a small party of miners prospecting for copper at the base of Thunder Cape, while surveying their claims, chanced to land on a barren rock about a mile from shore to plant observation stakes This rock was about sixty feet across and not more than four feet above the level of the lake It resembled the dome of a human skull just rising out of the water

Across this Skull Rock as it was then called, ran a vein of galena in which a few strokes of the pick revealed the presence of silver A half dozen powder blasts were sufficient to detach all the ore bearing rock above the water line but the vein was traceable some distance into the lake where, through the clear water large nuggets of silver were visible These were dislodged with crowbars the men working up to their necks in the ice cold water The game however was worth the candle for the ore thus taken out, sacked and shipped to Montreal, assayed seven thousand dollars a ton pure silver

The location was owned by the Montreal Mining Company, Limited a company of conservative capitalists In a way luck had favoured them for here within their grasp was one of the fabled treasures of the lake As far as human laws were concerned it belonged to them But—and it was a big but—the Great Spirit had placed it within the keeping of the sea For three hundred miles to the east there is nothing to break the great sweep of the wind And when at the call of the storm, the legions of the deep come forth, the little treasure island disappears—utterly lost in the spume and froth of the breakers Where was the man or company of men who would presume to defy these giant powers and remove this jewel from its setting?

The men composing the Montreal Mining Company were conservative They were willing and ready in the pursuit of wealth to raze hills and tunnel mountains they were ready to sink shafts through the solid rock until they could feel the earth's internal fire In such cases the opposition to be encountered could be measured and provided for but they shrank from measuring their strength against the unknown power of the wind and sea Therefore they accepted an offer of $225 000 00 and transferred Silver Islet and a number of surrounding mining locations to an American syndicate headed by Alexander H Sibley of New York

Here begins the active history of one of the world's most famous mines, a history more dramatic in its details than novelist ever conceived

It seems that when an unusual task is to be performed when a Man is wanted the time and necessity with unerring instinct bring him forth Here was a Herculean task, and the first throw of the dice turned up the man, a modest mining engineer, William B Frue

There is something strongly feline about Lake Superior, it is so lithe and soft and caressing. In August and September and often later, it is usually in a peculiarly gentle mood. Like a great tiger it stretches itself in the warm sun and purrs and sleeps. It is so beautiful and seems so harmless, yet beneath this calm and gentleness you can see the giant muscles swell as the great cat extends and contracts its claws in pure enjoyment of its latent power.

On one of those perfect days, September 1, 1870, Superintendent Frue, with machinery, supplies, a crew of thirty men and a great raft of timber arrived at Silver Islet. There was not a ripple on the surface of the water. The basaltic ledges of Thunder Cape, even to the features of the Sleeping Giant, were duplicated in the water below. But Superintendent Frue knew the lake, he knew its moods. This one might last a day, a week, perhaps a month, but not much longer, at any rate, and then!——

There was the Skull Rock, a mere foothold, a tiny island into which the shaft must be sunk down into the bowels of the earth while around it broke the angry waters of this "brother of the sea." To sink that shaft and guard it against the fury of the Lake was Superintendent Frue's task.

It was finally decided to encircle the Island with a crib of timber filled with rock to break the force of the waves, while a stone and cement coffer dam was to furnish protection for the immediate mouth of the shaft. With feverish haste the work was pushed ahead, eighteen hours was a day's work. If only the cribbing could be got into place before the autumn storms began, all might be well. One week, two weeks, a month passed and still the Great Lake slept, unconscious of or in contempt of the puny efforts of the human ants on Silver Islet. Day after day the sun rose as out of a mirror, and sank unclouded behind the shoulders of the Sleeping Giant. Five weeks, the cribbing was done, the shaft was being sunk, and every day the precious metal was coming to the surface. Six weeks, seven weeks! The human ants were beginning to feel secure in their new abode. Then came the 26th of October.

It was three o'clock in the afternoon when the wind began to blow strong from the north-east. In half an hour, the Lake right to the horizon line was white with foam. "It's coming at last," said Frue, "but we are here first and I think we can stay." When the second shift quit work at six o'clock the waves were leaping the east breakwater, deluging the men outside the coffer dam. From the rocky shore of Thunder Cape came the boom of the surf, like a rolling cannonade. The little plunging tug had just arrived with the third shift wet to the skin. The cribbing on the windward side was already trembling with the impact of the waves. Stubbornly to remain would be useless and might be suicide. It was the first trial of strength and the result to the mind of the superintendent was at least doubtful. Orders were therefore given to all hands to go ashore. There was little sleep for Superintendent Frue that night. He had secured first innings, he had been given fair play, he had made the utmost score, now the sea was taking a hand in the game. All night he walked the beach, and listened guessing, as best he could the progress of the battle. How the breakers roared, how the wind howled and shrieked as wave after wave came home!

Before sunset the wind had died down and by ten o'clock the sea had subsided to a sullen underswell. Frue promptly set out to the scene of the conflict, and his heart sank at what he saw. Two hundred feet of the breakwater had been carried away; the cofferdam was a partial wreck, and as if in rebuke, the storm had filled the shaft to the brim with the rock of the cribbing.

The Company had agreed to give Frue a bonus of $25,000.00 in addition to his salary, on condition that before September 1 1871, the first year of operation, he mined and shipped ore to the value of $250,000.00, an amount to cover the original purchase price and the bonus. On the morning of October 27 that bonus appeared to Frue as distant as the moon. But under the apparently crushing defeat, he lost neither his heart nor his head. He had learned something from the storm. He had learned something of the game as it was to be played by his antagonist.

All hands were put to work, the cribbing was rebuilt and strengthened, the cofferdam was restored and the debris removed from the shaft. The sea remained quiet. Mining was resumed and by the last day of November, when navigation closed, the plucky superintendent had the satisfaction of knowing that $100,000.00 worth of silver ore had been shipped down the lake to Montreal. Hardly had the vessel with the last shipment got away when the mercury dropped to ten below zero. The Lake froze heavily in places, and then from the southeast came another storm.

It was a flank attack and this time the sea, as if maddened by the persistence of the invaders, brought up its artillery and hurled tons upon tons of ice against the cribbing which crumbled like an eggshell before the tremendous onslaught. But this awful battering defeated its own purpose; the accumulation of ice soon formed a breakwater against which the waves beat out their fury. For three days and nights the storm raged, then the sea smoothed out again and Frue took

stock of the ruins. The cofferdam remained but most of the cribbing was gone. The foreman after looking over the wreck, remarked: "You cannot make anything stop here," but Frue thought differently.

Nature is the greatest of engineers, and he who would oppose her must adopt her plans and be ever ready to profit by a hint. The ice gorge gave Frue the key to the situation. Taking advantage of the winter and the ice he threw out a breakwater facing the southeast. The structure had a base of twenty five feet, rose twenty feet above the surface of the water and was backed by cribbing filled with the debris from the mine. Work was prosecuted both underground and on the defenses with little interruption until March 8th. Then the Lake gathered its forces for what seemed not only another assault, but the commencement of a campaign of annihilation. Masses of ice as large as the Islet itself were hurled against the groaning fortifications which were soon driven bodily up the incline towards the center of the Island. Wave after wave leaped the breakwaters and it seemed that the lake would at last succeed in regaining the whole of the lost territory and in driving the invaders permanently from the ground. Storm succeeded storm during the entire month, each assault more terrific than the last. There was no rest for the miners day or night. Every interval of calm was employed in repairing the breaks and in strengthening the weak places. At last apparently defeated the great lake withdrew its forces and the superintendent for the first time saw in his mind's eye the $25,000.00 bonus and it was not far off. At the close of the first year the cleanup showed a gross output of nearly one million dollars. The bonus was immediately paid. There seemed to be no longer any danger from the storms. From all appearances the lake had given up the contest, abandoned the treasure to the spoilers, who during the next two years took out another million in silver.

Silver Islet had become one of the wonder mines of the world. The little Island, the bare Skull Rock, had grown in the meantime to ten times its original size. It extended to the outer breakwaters and supported not only the upper works of the mine, but machine shops, storehouses, and permanent quarters for certain employees of the mine. From the eastern angle rose a lighthouse, while on the lee side were built great docks, and break waters for the protection of the now important shipping. On the shore a town had sprung up, a town with churches and a schoolhouse, great reducing works, clubrooms for the miners and neat cottages for the families of five hundred workmen.

Frue was the magician who had wrought the change He had found a barren rock a mile from the shore of a howling wilderness, and in three years had made it the center of one of the most important enterprises on the continent The treasure he sought was guarded by the most powerful and treacherous of natural foes but he met every emergency and at the end of three years was the apparent conqueror But Nature never gives up a battle

Ages ago as if in sentient anticipation of what was to come, the lake had run a countermine underneath the Island The main shaft had reached the depth of 300 feet when this countermine was struck The imprisoned waters under the enormous pressure, leaped forth fiercely driving the miners from level to level Despite the work of a four inch pump the water rose at the rate of ten feet an hour Another six inch pump was installed but the two working day and night, could barely keep the waters below the fifth level An order was dispatched for a pump with a twelve inch plunger but before it could arrive the lake made one more effort to demolish the upper works A double attack from above and below seemd to have been planned All previous storms were dwarfed, they were mere zephyrs compared with the hurricane that now swept down from the north east A breach was at once made in the breakwater and sixty feet of the structure carried away Before the damage could be repaired another assault carried away 360 feet of the cribbing with the blacksmith shop and 5,000 tons of rock So violent was the wind that refuse "rock flew about the island like hailstones" Fortunately the machinery remained intact and the pumps were kept going At last the storm died away the mammoth pump arrived and slowly the waters in the mine were put under control It was a well planned attack, and the defenders won by a margin so small that an accident however slight would have turned the scale

It was soon after this that Superintendent Frue left the employ of the company and disappeared from its history The fortunes of this remarkable mine for the next ten years need not be recounted It differs but little from the history of other mines Deeper and deeper drove the shafts and wider and wider extended the stopes and levels In constant fear of the sea and wind above the work went on Some years the output ran into hundreds of thousands Then again it would hardly pay expenses At last there came a year when the output came short of the operating expenses The indications were as good as ever but somehow the ore in hand did not seem to pan out well The stockholders were called upon to make up a deficit There was grumbling and dissension Rich ore to the value of half a million dollars was visible in the roof of the first level, but its removal had hitherto been regarded as dangerous. Now, however, plans were decided upon to put in a false roof and remove this lode.

The main shaft had now reached a depth of 1300 feet below the lake level. Gigantic pumps driven by powerful engines were kept busy holding back the insidious sea. Storms might come and wreck the upper works, but storms subside and the ravages of the sea can be repaired, but this eternal assault from beneath could be resisted only by tireless energy that never slumbered. Let the throbbing engines cease their work, let the pumps but stop for a day and the battle of years would be lost.

It was November, 1884, and the coal was running low. Only a few hundred tons remained in the sheds on the island, and the hungry furnaces would soon devour that. But more was expected any day,—the winter's supply had already left the Lower Lakes; it should be somewhere on Lake Superior now. Day followed day—it did not come. It was getting late and navigation might close at any time. Work went on as usual; some slight accident had delayed the steamer. The coal was sure to come, the miners told each other. Day and night was heard the monotonous thud, thud, of the pumps, but all the time the coal was getting lower—lower, and the sea was waiting, waiting.

It was an anxious Christmas for the folk of Silver Islet, that Christmas of 1884. There was hoping against hope for the arrival of the looked for steamer. What if it should not come? Could it come now? The cold was intense and already the ice had formed six inches thick in the bays and the ice field was creeping out into the Lake, from which rose like steam from a mighty caldron, huge banks of nebulous clouds.

The New Year came, January 1, 1885, and no coal. But instead there came a dog team from Duluth bearing the bitter news that a drunken captain with a cargo of a thousand tons of coal for Silver Islet had allowed his vessel to be frozen in the ice at Houghton. The furnaces were put on half rations in the vain hope that something might happen to bring relief. But at last came a day when the fires went out, and the exultant sea reclaimed its own.

Thirty seven years have passed since that fatal day, a generation has come and gone, but no attempt has been made to fight back the sea and reopen the mine. The Island and the village that once stretched for a mile along the shore are abandoned and desolate. The great engines and hoisting houses on the island are rusting where they stood. The lighthouse has long since disappeared. The docks and break waters are rotting. They are at peace with the sea which in contempt has given them over to the slow torture of time. Down in the shafts and galleries where men once worked, fishes stare with unblinking eyes at the slimy walls. On the mainland the great reducing plant with its batteries of stamp and vanners is rapidly going to decay. Grass and briers grow in the abandoned street and at night hedgehogs hold high revel in the silent church and owls hoot from the rickety tower.

Why has this mine with all its possible wealth of silver ore been left in the possession of the sea? I know not. The old care taker once told me strange stories of strange doings. He told me that sometimes when the air is full of light, when the wind sleeps and the placid sea reflects the great blue bowl of heaven, the surface of the Lake will suddenly heave in long, low swells and then smooth out again. Then as from the depths of the earth, come low rumbling sounds, muffled and indistinct, like a far off cannonade. He told me, too, that at night, when the storm comes from the east and the air is filled with blinding wrack, ghostly lights flit about the treasure island, and in the lulls of the wind you can distinctly hear the rumbling of a hoisting cable and the rhythmic pulsations of a ghostly engine.

I fear that years of almost uninterrupted solitude may have warped his imagination. Be that as it may, the fact remains that this silver fleece is still guarded by a dragon that never sleeps, the omniscient power of the sea.

CANADIAN PACIFIC RAILWAY CONSTRUCTION IN 1875 AT FORT WILLIAM

BY JOHN KING

Contract No. 1 dated October 17, 1874, was made with Sifton, Glass and Fleming for the construction of a telegraph line between Fort Garry and Fort Pelly Contract No 2, dated October 30, 1874 was made with Richard Fuller for the construction of a line between Fort Pelly and Edmonton Contract No 3, dated November 10 1874, was made with F J Barnard The contract called for the construction of a line between Fort Edmonton and Cache Creek Contract No 4, dated February 9, 1875, with Oliver, Davidson and Brown, provided for construction of the remaining line from Prince Arthur's Landing to the Red River

To connect the Canadian Railways with the North west an Order in Council dated November 4 1874 advised a Subsidy of $12 000 per mile for an extension of the Canada Central Railway from Douglas westward to the Eastern end of the branch, the railway proposed to be built from Georgian Bay by the Government being about one hundred and twenty miles

Contract No 13 dated April 3, 1875, was made with Sifton and Ward for the construction of a railroad from Fort William to Lake Shebandowan a distance of forty five miles Lake Shebandowan, as terminus was changed to Sunshine Creek, 32½ miles and completed in 1876 Contract No 14 of the same date was made with the same firm for the construction of a road from Selkirk to Cross Lake 77 miles, which was not completed until 1880 Contract No 15 dated January 9 1877 with Joseph Whitehead for the grading of a line from Keewatin to Selkirk, 112 miles, was finally made

In order to make available the water stretches between Lake Superior and Red River, work was commenced on the Fort Frances Canal in Rainy River District in 1875 It was planned to make available 200 miles of navigable water between Kettle Falls and Rat Portage for steamboats of moderate draught After an expenditure of $200 000, the work was abandoned Reports appeared as the progress of surveys made possible definite decisions as to location The choice of Yellow head Pass gave a definite objective for a line from Lake Superior The report of the surveys of 1877 located a satisfactory line from the standpoint of the various factors affecting the success of the road from Lake Superior to Tete Jeune Cache In 1878 Burrard Inlet was recommended as a terminus and adopted by an Order in Council of July 13, 1878 To complete the connections with Georgian Bay, Contract No

12, dated February 27, 1875, was made with Hon. A. B. Foster for the construction of a road to the mouth of the French River, 85 miles. The contractor proposed the improvement of the navigability of the French River to a distance of 26 miles from its mouth, making the terminus at that point. The contract was cancelled, an additional survey was made, and Contract 37, dated August 22, 1878, with Heney, Charlebois and Flood, for the construction between Nipissingen Post and the Head of Navigation on French River was agreed upon. This was cancelled on July 25, 1879, and given up uncompleted in 1880. Contract No. 25, dated June 7, 1876, with Purcell and Ryan for the grading between Sunshine Creek and English River, 80 miles, and for track-laying between Fort William and English River, was not completed in 1880 after an expenditure of $1,346,000. Contract No. 42, section A, dated March 7, 1879, with Marks and Conmee for the construction between English River and Eagle River, 118 miles, and section B, dated March 20, 1879, with Fraser, Grant and Pitblado, for the construction between Eagle River and Keewatin, 67 miles, called for completion in 1882.

In the summer of 1879, Conmee and Marks had the contract to build the roadbed to Eagle River. J. S. Hamilton, Peter Roy and myself were in charge of building the road and hauling the supplies for the construction of that contract.

Many incidents occurred during the building of this road which meandered through mountains, valleys and swamps. I remember a corduroy, or pole road, that was built over Brooster Swamp, about half a mile long. These poles were cut in the woods and carried on our shoulders to cover this swamp where the supply was to go over. Another very interesting incident was the five carloads of glycerine we took on the train from Port Arthur to Riley Siding. The engineer was J. Costello, the fireman Jack McCartney, and myself in charge of the train. Bob Craig, who was conductor, followed at about a distance of five or ten miles, for should anything happen he could find the pieces where the explosion took place. The man who really was in charge of this glycerine shipment was George MacDonald, M.P. We left Port Arthur about 10 a.m. the first day and went as far as Savanne, where we spent the night. The second day we left at 6 a.m. and went to Riley Siding where we left the five cars. This glycerine was hauled from Gull River to Section B under contractors Fraser, Grant and Pitblado. It was to be used in blasting the rocks in Section B. The bonus they gave me to take the five cars of glycerine was $50.00. You can imagine what risk I was taking for this amount. The only time I was afraid was when I took out the pins to uncouple the cars from the engine. I said to the engineer. "Please go slow when you pass these cars." Then I said, "Good night!"

This tote road was the only trail made while building the C.P.R. to the west.

The end of the road for this section was built as far as Eagle River.

Contract No. 16, dated June 10, 1878, with the Canada Central Railway, provided for a change in the earlier subsidy between Pembroke and Nipissing, giving a total subsidy of $1,440,000. Reliance of the Government on advice of the engineers in location of the line was a cause for considerable trouble with settlements and of considerable embarrassment. A petition was presented on April 17, 1873, urging the advantages of Prince Arthur's Landing as a Canadian Pacific junction with Lake Superior. The choice of Fort William was made the occasion for another petition on February 26, 1875.

Charges were made that the Government was in league with land speculators, and a Committee of the Senate did reveal the fact that extravagant prices had been paid. The Neebing Hotel, worth $3,000, was sold to the Government for $5,029. Land purchased at $5.00 an acre was sold at $500.00. One valuator of the Government was also a member of the Land Speculation Company. The Government took steps to prevent speculation, but only after the mischief was done.

A further protest of Port Arthur, on March 19, 1878, led the chief engineer to insist that the shortest route was desirable and a six mile extension was unjustifiable.

You will note the cost of the Neebing Hotel, $3,000 and sold for $5,000. The hotel today could not be built for less than $20,000, because it was well constructed and a big building. You will also note that land was expensive, although if we are comparing it with prices of today, it was cheap even at that price. There must have been a few grafters at that time, but I believe we have not improved any in that respect at the present time. The politicians had to make some fuss to make political capital, but I believe at that time we had better politicians than we have now. I also believe they were more sincere than they are today, because they were not asking as much. They were satisfied with a smaller amount. Today they are making millions and we call them "smart fellows." The Prime Minister then was getting $5,000 a year, but an ordinary Commissioner appointed by the Government today gets from $10,000 to $20,000 a year. It goes to show that the people do not bother as much about the amount of taxes they pay. Then they were far more careful as to how they imposed taxes on the tax payers.

THE CONSTRUCTION OF THE C. P. R. LAKE AND RAIL IN 1878 AT THE FRENCH RIVER

I was working on the cutting of the right-of-way, and there was also eight miles of steel laid there. A general election took place in that year when Sir John A. Macdonald came into power, and he abandoned the construction of the Lake and Rail and closed all work. I had been working for three weeks and received the amount of $8.00. We were working for $1.25 a day. I left the French River and took the steamer "Waubuno" to Collingwood, then took the steamer "Frances Smith" from Collingwood to Prince Arthur's Landing, and went to work on the C.P.R. construction there.

The change of policy of the Government in 1880 and the inadequacy of the engineering staffs, were evident in other directions. The terminus at Fort William was expensively and inadvantageously situated. Reports and minutes of evidence taken were put before the Select Committee of the Senate appointed to inquire into and report upon the purchases of lands at Fort William for a terminus for the Canadian Pacific Railway. On the advice of the Engineer in Chief, large quantities of rails were purchased in 1875. Later the prices fell and in addition a great deal of waste was caused by oxidation. The difficulties were enhanced by an almost undue reliance of the Government on expert advice. A change of policy decided upon by the engineers for permanent construction on Contract No. 15 was carried out in spite of the Government's determination "not to do it." The Premier against his better judgment, accepted the choice of the Engineer in Chief of the terminus at Fort William. This reliance of the Government on advice of engineers, the inadequacy of the advice and the inexperience of the Government itself occasioned considerable difficulty with tenders and contractors.

The Governor-General, the Marquis of Lorne, in 1881 came through Port Arthur and Fort William to Wabigon, and from there went by water to Section A west of Eagle River, where he took the train to Winnipeg. The train that took him from Port Arthur was made up of a caboose, box car and two decorated flat-cars with seats of planks. On our way west we had dinner between Bonner and Flacon at Twin Lake. Lunch was spread on the grass and each one helped himself. The crew in charge of the train were: J. Costello, engineer, Jack McCartney, fireman, Bob Craig, conductor, and myself as brakeman. We want right through to Wabigon on the same day It was a beautiful day The Governor-General wore a grey suit with a large brimmed grey linen hat, or better known as a "turtle hat" He was a very young man and very hospitable toward us. He was going through to the coast, and was one of the first Governors to see the C P R under construction from coast to coast

Winnipeg was only a village then, in fact the headquarters of the railway was at Selkirk in 1881 In 1882 the C P R was connected with Winnipeg Pat Doyle of Glengarry with Pat Purcel the contractor, my brother Peter and myself were on the train, which was the first train to go through under construction to Selkirk and Winnipeg The engineer who took up from here to Selkirk was J Costello and the late Joe Ryan fireman The C P R then took the road over and had to repair and ballast it from here to Winnipeg to put it in running order A large extra gang was placed on the road also boarding cars Then the track was ballasted raised and lined up, and bridges repaired, and stations telegraph lines lined up Water tanks and section houses were built and at every divisional point a round-house was built to take care of the equipment

A few notes on the traffic of the Canadian Pacific Railway may be of some interest

In the year 1882 and 1890 388 755 passengers were carried, and in 1921, 15 318 358 This shows the increase in traffic and that the railroad was enjoying a fair business The freight carried from 1901 to 1921 was 7,155 813 to 23 710,606 tons The grain carried in 1901 was 32 927 468 bushels and in 1921, 175,506 119 bushels In 1901 the flour carried was 3,735 873 barrels and in 1921, 11 718 510 barrels Live stock carried in 1901 was 945 386 head and in 1921, 1 612 049 head You can judge by this that the railway's finances were steadily increasing

Other items carried in 1901 were 2 906,970 tons and in 1921, 7 018 876 tons Lumber carried in 1901 was 899 214 646 feet and in 1921 2 382 570 398 feet This shows that all natural resources were showing rapid development Firewood carried in 1901 was 204 818 cords and in 1921 204 836 cords

EQUIPMENT

In 1901 there were 363 conductors' vans and in 1921 there were 1,237 vans Locomotives in 1901 numbered 708 and in 1921 2 255 It shows that the equipment was increasing and there is a great deal more than that today

EARNINGS

In 1883 freight earnings were $3,755,915 and in 1921, $128,849,445.62. Passenger fares for 1891 amounted to $5,459,789.50 and for 1921, $41,565,885. Mail earnings in 1891 were $516,089.45, and in 1921, $2,939,258.50. We can see by the mail service that Canada is rapidly developing and a prosperous future is to be expected.

Railway expenses for 1882 were $1,148,299.35, and in 1921, $158,820,114. There is no doubt but that with this great improvement Canada will continue to improve, and this is due to the C.P.R. and other railways of Canada.

The first crop of grain handled from the Western Prairies was handled at West Fort William. The grain was unloaded from the cars to a large shed on the bank of the Kaministiquia River by wheel barrows, and reloaded in the spring from shed to boat in the same manner. I took part in the loading of the grain from shed to boat.

The second crop was handled the same way, only that there was a large shed built at East Fort William, so called at that time, and when the C.P.R. left Port Arthur and came to Fort William, I built the main line from West Fort William to Port Arthur. I took the rails up where we connected the main line at Port Arthur to West Fort William, where to-day the Canadian National Railway has its main line, and I also put in the first Industrial Site at Graham and Horne saw mill, from where all the lumber at that time was shipped to the Western Prairies. I also put in the first track in Elevator A, which elevator the C.P.R. are asking tenders to tear down.

At that time, when Elevator C was built, we thought we had a wonderful equipment for handling the grain. It was certainly a great improvement to handling it by means of wheel barrows. How many wheel barrows would it take to handle the western crop of today? Now we have what we call a modern way of handling grain, and Elevators A and C are completely out of date, as the wheel barrows were when we built these elevators. We can easily see what Fort William and Port Arthur will be at the Head of the Lakes when the Westeen Prairies have a population of five to ten millions. These two harbours will be covered by elevators, especially on both sides of the Kaministiquia River from Point Demeurons to the mouth. Then these cities will become the greatest of Western Canada, and also our great prospects of minerals undeveloped, will build them up. All these great accomplishments were made possible by the building of the C.P.R. and C.N.R. Our future cannot be measured. It is left to every individual to do his bit.

FIRST THINGS IN PORT ARTHUR

BY P S. WILEY

Lieut Henry Wolsey Bayfield R.N in charge of the survey to outline the shores of Lake Superior, spent the Winter of 1821 22 in Thunder Bay with the schooners "Beaver," "Otter" and "Mink," employed by him in the performance of this work

These schooners were owned by the American Fur Company, with headquarters at Presque Isle (Marquette, Mich) his own ship being below St Mary's Falls in the Sault river

This survey was completed during the years 1821-24, and is known as the most remarkable work in the history of hydrography

The first steamer to enter Thunder Bay was the American ship "Julia Palmer" carrying Thomas Gummersall Anderson whose mission was to negotiate a treaty with the Ojibway Indians of Lake Superior This treaty was concluded by the Hon W B Robinson, of Toronto in 1846 and is known as the Robinson Treaty

The first British bottom under steam, to enter Thunder Bay was the tug "Dart" Captain Duncan McEachern

The first official notice taken of Thunder Bay was when Henry Gladman, an officer of the H B Company, was instructed by the Government to conduct an exploratory expedition from Thunder Bay to the Red River in 1856 His chief assistants were Simon J Dawson C E, and Professor Henry Youle Hind, both of whom submitted valuable reports on Thunder Bay as a harbour

This expedition had its base at the mouth of Current River, and it was then and for many years after, known as the Northwest Station

Work on the construction of the "Dawson Road" was begun by the Government in 1869, then known as the "Red River Road," with Simon J Dawson, C E, as superintendent of construction

Colonel Wolseley (later Sir Garnet) landed at what is now the foot of Arthur Street on the morning of May 25th, 1870, on his way to the Red River, to quell the half breed rebellion of that date, having an armed force of 1200 men proceeded west over the Dawson route Colonel Wolseley named the place Prince Arthur's Landing, in honour of Prince Arthur (later Duke of Connaught) then serving with the forces in Canada

First Post Office opened in 1870, known as "Thunder Bay" D. M. Blackwood, postmaster. The office was known as Thunder Bay P. O. until March, 1884.

The survey of the village of Prince Arthur's Landing was done by Hugh Wilson, O. L. S. and completed in December, 1871.

The first railway to enter Prince Arthur's Landing was the P.A.L. & Kam. Railway, constructed by the Municipality of Shuniah for the purpose of connecting with the C.P.R. at the Town Plot of Port William in 1876.

The C.P.R. was completed to Winnipeg in 1882, and to Montreal in 1886.

The C.N. was completed to Winnipeg in 1903 and to Toronto in 1914.

The first grain elevator was built at Prince Arthur's Landing in 1883 by the C.P.R.

The first Manitoba wheat was shipped through Thunder Bay via Prince Arthur's Landing in September, 1883, being a cargo of 10,000 bushels, on the steamer "Erin," Captain J. Clifford.

The first coal handled for shipment to western points was delivered in September, 1882, by the schooner "F. L. Danforth", Captain Cummerford.

Town of Port Arthur incorporated March, 1884.

City of Port Arthur incorporated March, 1906.

First Reeve, P. J. Brown, 1873.

First Mayor of the Town of Port Arthur, Thomas Marks, 1884.

WHEN FORT WILLIAM WAS A CAPITAL

(From the Montreal Standard)

During the years of trade rivalry and often of open hostility between the Hudson Bay Company and the younger North West Company, the former brought in its goods and carried its furs home to England by Hudson Bay, Hudson Strait, and the North Atlantic Ocean, the route that it is now proposed to restore to commerce.

The North West Company had its base in the east. The principal shareholders of the company, (partners as they were called) had their homes in Montreal, and the goods imported from England to be used in bartering with the Indians were brought to Montreal by ship and carried to the west in canoes, although the first stage of the journey was for many years made in carts. The carts hauled goods nine miles from Montreal to Lachine, at the head of the famous rapids. The two great waterways fork, one part, the St Lawrence River coming down from the Great Lakes, and the other, the Ottawa River, flowing down from the west, and affording a direct route to the center of Canada beyond the Great Lakes.

The canoes of the North West Company usually proceeded westward by way of the Ottawa River, the Mattawa, over the portage that led to a stream flowing into Lake Nipissing, across the lake, down the French River, out of which they passed into the Georgian Bay of Lake Huron. It was the route that Champlain had followed in his first visit to the Great Lakes in the autumn of 1615, and it is the route along which some day may be constructed the Georgian Bay canal.

Having reached the Great Lakes, the flotilla of the North West Company, heavily laden with goods and supplies, skirted the north shore, threaded its way among the islands of the north channel of the Georgian Bay, entered the straits, and so came to Sault Ste. Marie, where the company maintained a large trading post. Then the flotilla passed into Lake Superior, and after much toil at the paddle, came to the Head of the Lake and entered the Pigeon River flowing from the west.

Not far from Lake Superior, rapids obstruct the navigation of the Pigeon River. Here was the Grand Portage, which led from the head of navigation on the Pigeon River to the beginning of navigation on the waterway made up of Rainy Lake, Lake of the Woods, and several other smaller lakes and their connecting rivers. The large canoes in which the goods were brought up from Lachine, did not go beyond the eastern end of the Grand Portage. Over this long and rough portage the goods and supplies were carried by the hardy voyageurs from the east to the west, who met here during the early weeks of each summer.

At the western end of the Grand Portage, the goods were loaded into the smaller canoes used on the western water ways, and transported to the vast prairie region of the central west. The journeys of some of the voyageurs who each summer set out from the Grand Portage did not end until the voyageurs were among the foothills of the Rocky Mountains.

The days of greatness of the Grand Portage came to an end. The country to the south of the Great Lakes became part of the United States, and for some distance west of Lake Superior the Pigeon River became the international boundary. Being on the south side of the river, the Grand Portage ceased to be British territory, and the North West Company began looking about for another base on the Great Lakes.

In 1785, the company sent out an engineer named Edward Umfreville, to find a site for a new fort and trading post on British territory. He travelled far and visited many places but found none that he thought more highly of than the banks of the Kaministiquia River, which enters Lake Superior about twenty miles to the northeast of the mouth of the Pigeon River. Because of the certain commanding advantages this spot was selected as the site of the new fort. The River was found to be deep, easy of access from the Lake, affording a safe and spacious harbour.

And so the North West Company established there a base, on the Great Lakes, and called it Fort William, in honor of William McGillivray, the principal partner of the company, as a shareholder was called. Where that fort and fur trading post were built almost a century and a half ago, now stands a busy city, one of Canada's chief grain ports on the Upper Lakes, and the seat of thriving industries.

EARLY DAYS AT FORT GARRY

BY JOHN CHRISTIE

Few people who visit Winnipeg to-day, and see the beautiful Hudson Bay Company store, costing about six million dollars, have any idea what Old Fort Garry was in the early days. In 1830 the northern department council held at York Factory passed this resolution, "The establishment of Fort Garry being in a very dilapidated state, its situation not sufficiently central, much exposed to the spring floods, very inconvenient in regard to the navigation of the river and in other points of view, it is resolved that a new establishment to bear the same name be formed on a site to be selected near the lower end of the rapids for which purpose tradesmen be employed or the work done by contract as may be found most expedient, and as stones and lime are on the spot those materials be used, being cheaper and more durable than wood."

My grandfathr who was then chief factor in charge of York Factory was appointed Governor of Assiniboia, and Chief Factor in charge of the Red River District, under Sir George Simpson, Commander-in-Chief of the Hudson Bay Company.

During 1835 and 1836 instead of abandoning the commanding site at the forks of the Red River, he erected thereon a fort of stone with a frontage of 280 feet on the Assiniboine River and a depth of 240 feet, with high bastions at each corner loop-holed for musketry, and pierced for cannon, with neat and substantial stores, dwellings, offices and barracks therein. Afterward, to the stone fort he added, during his second term as governor, a square about equal in size in the rear of the stone part, the wall being of big square logs laid horizontally and pinned together. The only remaining part of Fort Garry now in existence is the old stone back gate of the otherwise modern addition to the stone part, built in 1835 and 36. Many people living in Winnipeg to-day are of the opinion that the gate now standing was the front gate of Fort Garry. This is erroneous as in later years a larger building in the rear of the Fort was rented to the government which was used by Governors Archibald and Alex. Morris as their official residence and this time-honored gateway was their entrance.

Just fifty years ago this June, I entered the gates of Fort Garry as an apprentice clerk, and was in residence at the Fort from 1874 to 1882 when I was appointed to the accountantship of Norway House District. Fort Garry was just like a little town within itself The Company had their own blacksmith, tinsmith, carpenter, etc, and everything was run just like a disciplined army There was a mess for the clerks, and a mess house, mess for the men, and everything was in apple-pie order, and everything went by bell from seven A.M to six P M, when all hands quit work (You might be interested to know that while you were working in the office, the fire alarm bell would ring, and all hands would dash.) Altogether, three generations of the Christie family have given something like two hundred and fifty years of their lives to the interest of the shareholders. Upon the formation of the Northwest Council of Canada my father who was then inspecting chief factor was, along with Donald A Smith and other gentlemen of high standing in the country appointed a member, and as such became entitled to the courtesy title of "Honorable"

When my father retired from the service in 1874, he was selected by the Prime Minister of Canada, as one of the Commissioners to make the treaty with the Indians of Saskatchewan The other members of the commission on that memorable occasion were the Hon David Laird, Minister of the Interior, Hon Alex. Morris Lieut Governor of Manitoba, and the Hon James Mackay

NE-NAW BO-ZHOO—MIGHTY MAN

BY IVAN SWIFT

(From the Dearborn Independent, through
the courtesy of the Editor.)

Our Ojibway neighbors have been imaginative children of nature weaving fabrics of pretty legend and religious myth. They too, have striven to answer the eternal question of who we are, whence we come, and whither we are bound and who and where is God.

Not knowing even the little that science has taught, nor being read in oriental visions and prophecies, they have woven quaint fancies and consistent allegory. They have their maker and doer of all things good and bad, and of all things not otherwise explained. The heart of their mythology, their mighty man on earth about whom most of their legends gather, was Ne-naw-bo-zhoo.

The story is that the great and invincible deity, Gitche-Manitou would have a son to rule the earth for his people. A virgin lovely and faithful, the sunshine and angel of the tribe, abode with her grandmother. To her the good spirit came, and she was delivered of two children, the first, Ne-naw-bo-zhoo, the wonder child, the wizard, the other his brother, the stone boy, an inhuman monster whose birth cost the life of his mother Spring-Wind.

The stone child fled to the woods and became a wanderer on the face of the earth. When Ne-naw-bo-zhoo had grown to manhood and heard the story, he vowed to pursue and destroy the stone man and thus avenge the death of his mother. Through ages of hardship and perseverance Ne-naw-bo-zhoo prosecuted his task, often approaching so near to his stone brother as to strike pieces of flint from the unnatural body, thus causing a flash of lightning and a roll of thunder. In this way the flint stone was scattered over the face of the earth and proved a blessing to the early arrow makers and fire burners.

At last the stone man was overtaken and laid low on the lakeshore near Grand Traverse Bay, and the body lies stretched there a mass of flint, known as Stony Point, forever a monument to the valor of Ne-naw-bo-zhoo.

Wabanossa, son of the chief councillor of the Garden River reservation, and himself the greatest Pan-pan-kee-wis of the Hiawatha drama, thus tells the story:

"When I was a small boy, I heard story from my grandfather. He was old man, die long time ago. I wish I can remember all them story. He tell me about Ne-naw-bo-zhoo

"Ne-naw-bo-zhoo was great spirit, very little, very big. He do everything good, everything bad. He make the sun come up. He make the rain. He freeze over the river. He can change to beaver, or bear, or mouse in a minute. He is everywhere all the time. He chase his brother all round the world. He make the willow red for boxes and baskets. He make the wa-quit to grow on the rock for food in the winter. He whip the maple tree to turn syrup to water so his people have to work for it. He split the birch bark, and make the pitch in the pine tree to use for canoe and water bucket. He make the rabbit, wa-boose, to sleep with his eye open and the blue jay to cry out some danger in the woods.

"He is always hungry. One time he invite all the duck to dance in his lodge. Then he tell them to shut their eye and dance hard to keep warm. After while they get dizzy, and Ne-naw-bo-zhoo grab up and ring their necks. Bimeby one duck open his eye little bit and see that. He scream, 'Ne-naw-bo-zhoo is killing us. Everybody fly away.' Ne-naw-bo-zhoo kick him and break his back down so he can only dive but not fly. So he is great diver after that. His name is called Sin-ge-bish, hell diver.

"One day, Ne-naw-bo-zhoo say to his wife, 'We got no food. We go call on Mr. Woodpecker.' They go. Mrs. Woodpecker clean out big kettle. Mr. Woodpecker put two bone in his nose and red feather on his head. Then he climb up tree and peck with them bone. Bimeby nice fat coon fall out that tree. They have good dinner. Gone away again. Ne-naw-bo-zhoo he forget his glove on purpose. He call back to send boy with his glove to-morrow.

"To-morrow come. Mr. Woodpecker think there is some trick. He tell his boy be careful. Don't go in Ne-naw-bo-zhoo tepee. Boy will throw glove. 'No, no,' Ne-naw-bo-zhoo say, 'Don't throw glove. Get wet in the snow. Come here with glove.' Boy go near. Ne-naw-bo-zhoo say, 'Your father good to give dinner. Tell your folks come to my tepee to dinner to-morrow. We got lots to eat.' Boy go away. Next day Woodpecker family come to Ne-naw-bo-zhoo to dinner. Mrs. Ne-naw-bo-zhoo clean big kettle. Ne-naw-bo-zhoo put red leaf in his hair, and two deer bone in his nose. Then he climb tree and peck hard in tree like Woodpecker. Bones go through his head. Everybody laugh. Woodpecker say, 'What you do? Kill yourself? Let me show you how to do that.' Then Woodpecker take bones, climb up tree, peck lot holes in tree. Make nice music in woods. Bimeby coon fall out like before. That's what Ne-naw-bo-zhoo want. He gets good dinner again.

"First place Ne-naw-bo-zhoo had big black dog called Thunder. One time dog go down to lake to drink water. He didn't come back. Sea god suck him in I guess. Ne-naw-bo-zhoo was pretty mad. He take sharp spear, get in boat, go out on lake. He cry out, 'Sea God, I defy you. I defy you. You steal my Thunder dog. I defy you, Miche-la-ne-gwe!'

"After while big fish come up—smash them boat all sliver. He swallow Ne-naw-bo-zhoo whole. Ne-naw-bo-zhoo hang on to his spear. When he is inside he stick spear in whale's guts. Whale go crazy, swim round, make big waves. (Now when lake make big waves Indian say, Miche-la-ne-gwe—he's mad.) Bimeby big fish run up on shore—Ne-naw-bo-zhoo come out—run away.

"After while all sea animal want to come up on sand to get sun, but Sea God he's afraid of Ne-naw-bo-zhoo. He send sea serpent out to look for Ne-naw-bo-zhoo. Bimeby sea serpent come back, and say, 'I see only black stump on beach. I don't see Ne-naw-bo-zhoo.' Sea God say, 'You go wind roun the stump,—squeeze tight. May be Ne-naw-bo-zhoo.' Sea serpent go out. Wind round stump—squeeze tight. Ne-naw-bo-zhoo pretty near squeal, but he don't squeal. Sea serpent go back and say 'He don't squeal.' Then Sea God send sea tiger to stump. Sea tiger go scratch head in stump. Ne-naw-bo-zhoo pretty near cry this time, but he don't cry. Tiger go back, say 'I find only stump. I don't find Ne-naw-bo-zhoo.' Then all the sea animals go out on beach to get sun. They have nice picnic. Bimeby sharp arrow come from stump, hit big polar bear in side. Then they know that this is Ne-naw-bo-zhoo turned into stump. He have to run away. Bimeby he meet Mr. Frog on road—look like doctor, eyeglass, medicine case, thermometer, I suppose. Ne-naw-bo-zhoo he say, 'Nice morning. Where you go to day?' Dr. Frog say, 'Polar Bear get hurt. I go doctor Polar Bear.' Ne-naw-bo-zhoo don't like this very much, so he kill Frog, take off his skin, put on himself, go doctor Polar Bear himself. When he get there he say, 'I have to pull out arrow little bit every day. Then you live.' But this medicine man, he push in arrow little bit every day. Polar Bear die. Ne-naw-bo-zhoo take bear skin and run away.

"Then Sea God know that he got quack doctor. He's pretty mad. He makes big waves to run all over the land to drown Ne-naw-bo-zhoo so he don't make some more trouble. Bimeby Ne-naw-bo-zhoo meet Mud Hen. He tell Mud Hen to drink up the waves so he can get away. Mud Hen try to drink up the waves. Bimeby she's too full, she bust. Then waves go on again. Ne-naw-bo-zhoo he run fast; he's pretty tired. He see Badger dig hole, fill up hole behind with dirt. Ne-naw-bo-zhoo tell Badger take him in hole till wave go over

Badger take him in all right. When he come out, he is glad he don't drown. He throw Polar Bear skin on Mr. Badger. (After that Badger always have white stripe all round.)

"Bimeby water all over the earth. Ne-naw-bo-zhoo he's got no land to be king. He build big boat, take in all animals, birds, everything he's got. Long time he float round on big water. Bimeby he call Beaver, He say, You best diver in world. You go down get some dirt, I have to build another world. Beaver he bite on that nice words. He dive down. Bimeby he come up all puff. He's dead. Few days more Ne-naw-bo-zhoo call Muskrat to go down get dirt. Muskrat go down long time. Bimeby he come up dead, but Ne-naw-bo-zhoo see she's got one little paw close tight. He open little paw,—he find some dirt hold tight in little paw! That's way he make another world. Land God, and Sea God, don't fight much now, any more."

THE MOUNTAIN CHAPEL

BY EUGENIE ROBIN

On the first of September, 1885, as shown by the Mission records, the Rev. Father Joseph Hebert, of the Society of Jesus, then Superior of the Indian Mission across the River, at Fort William, chose the site on Mount Mackay, for the erection of a sanctuary, dedicated to the Sacred Heart, which was to serve as a place of annual pilgrimage. In the same records we also find that there were pilgrimages to that site on the 9th of September, 1885, the 2nd of July, 1886, and the 24th of July, 1888. It was not until the 10th of September, 1888, however, that the erection of the chapel was commenced. The chapel was built by the Indians of the Mission under the supervision of the Rev. Father Hebert, Mount Mackay stone being used in its construction.

The site selected on Mount Mackay by Father Hebert was a truly enchanting spot situated on a plateau, in the solitude of the mountain side, where a solemn stillness pervades. Here the people of the Mission and others made their annual pilgrimage and held service in the chapel. This pilgrimage was one of the most delightful imaginable. I have one in mind at which I was present, one beautiful June day in 1902, Friday the 13th being chosen.

Leaving the Mission at 6.30 a.m. accompanied by Sisters St. Philip, Magdalen, and Catherine of St. Stanislaus, Fort William, and Sisters Ignatius, Ambrosia, Matilda, Dionysia of the Mission, Father La Marche, and Brothers Lemure and Langevin also of the Mission and Brother Rousseau of St. Patricks, some Indians and a few whites from this side of the River, we began to march to the foot of the mountain ascending by a winding path with shrubbery on either side through which shone the bright light of the morning sunshine until we reached the plateau where the chapel stood under the shadow of the summit rock. There service was held by Father La Marche, which lasted nearly an hour. After mass came the hours of recreation, with laughter and mirthful chat. Lunches were spread, and sitting in the sheltered spot on that beautiful mountain land overlooking the surrounding country lunch was enjoyed to the fullest extent as only those who have taken this trip can imagine.

After the luncheon hour a few of the party attempted to climb to the summit. The ascent was sharp and tedious but once there, a glorious view was obtained. The lookout was grand. Yonder in the sunlight reposes Thunder Bay, along through the country runs the Kaministiquia River, in a serpentine course. A panorama of the town and surrounding district spread before us. The air was pure and clear. From the summit the splendid voices of the Brothers with a few of the Indians said hymns to which those from the chapel below responded. The sounds of their voices echoed through the silence of the woods. The celestial home seemed nearer than elsewhere in this quiet peaceful solitude. Much as we admire scenery arranged by the hands of man, for beauty and soul inspiring scenery, it seems naught to be compared to that wild rugged scenery where nature reigns supreme, where no puny band of man has dared to invade its sacred precincts.

We descended again to the chapel to join our companions and there was amusement awaiting us which was strange to some of us who had not attended before, and which I will try to describe.

The Indians had a peculiar habit of giving Indian names to the whites who attended any of their gatherings in the woods or mountains for the first time, and the few whites, whose attendance was the first, were each to be given a name. I, in company with another and an Indian woman guiding us by the hand, marched around to the tune of an Indian war song, while we were given our names in Indian. Father La Marche having a knowledge of the Indian tongue translated the meaning of the name into English. Nasagipigog, Light of Day, was the picturesque name given me. I cannot recall the other names but they were all equally interesting. This ceremony was amusing in the extreme. Nevertheless, amusing as it was, one of the Sisters, a gentle nun then at St. Stanislaus school, could not be induced to go through this performance, those peculiar Indian customs held no charm for her.

I must not dwell longer on the enjoyment of this journey, it must be taken to be appreciated, and it was with reluctance that the word was passed down,—"All ready for home!" Gazing on the landscape from the mountain brow, we took a parting glance at the sylvan beauty of the scene below, and retraced our steps homeward, fatigued but having enjoyed the journey immensely, with a longing desire to return again to this enchanting spot in nature's solitude.

Alas, many changes have taken place since the beginning of our story. The chapel is now only a memory, for with the removal of the Mission to make way for the progress of our growing city, the mountain chapel was abandoned and only the ruins now remain. Thus one by one Fort William's historic landmarks are disappearing.

REMINISCENCES OF A VAGABOND

BY FRED M. DELA FOSSE

1883 and 1884

I am not really a vagabond, although for the space of a year and a half I deliberately cut loose from the hum-drum existence of a life in the backwoods in order to see something of the world outside. Perhaps it will amaze my readers to learn that fifty years ago the wilds of Canada were filled with newcomers from England who had arrived in Canada filled with the high purpose of carving out homes for themselves, and who brought with them not only considerable sums of money but an education and trained intelligence somewhat higher than is generally credited to the ordinary backwoodsman. They were mostly men from the great English public schools trained for nothing in particular but whose early hopes for the army or navy had been dashed to the ground by their inability to pass their examinations. Nine-tenths of them were remittance men and right well they lived up to the traditions in which they had been reared by spending all their money in order to give themselves airs in the new community. I am not ashamed to say that I was a remittance man and that I spent all my money, because it was one of the best things that ever happened to me as it forced me to rely on my own resources at an age when I was forceful enough to strike out and do something. It would take too long and has nothing to do with the particular phase of my travels and adventures which I am here recalling to give an extended account of the manner in which I reached Port Arthur. It will be sufficient to say that after spending four years and a half in the wilds of Parry Sound during three of which I had paid a gentleman (an Englishman) £100 per annum to instruct me in the mysteries of chopping, logging, and a few other useful but unlucrative pastimes, I sickened of the monotony and mosquitoes and determined to pass a short time in travelling through the North-West Territories. I had spent nearly all my money so I determined to hire out with a surveying party to survey townships in the Province of Alberta. After a summer's work we found ourselves back in Winnipeg, stranded for want of money, owing to our surveyor having departed for parts unknown and taken his money bags with him. It was then the month of November, the weather was decidedly cold and as I had no cash to buy warmer garments I was compelled to parade the streets of Winnipeg day after day, seeking work, in clothing that was decidedly the worse for wear and ill-adapted to withstand the biting breezes of that region. I had a friend, named Hall who hailed from Sutton, on the shores of Lake Simcoe, and who was in the same predicament as I was, being out of work and penniless, and I remember how we used to trudge the streets day after day, and slide into bar rooms in order to get warm at the stove when we found the temperature outside too frigid for comfort I like to recall those days because I have always treasured the memory of kindnesses I received from men whom I casually met in my wanderings through the city One of these was a young fellow called Frank Lean, an Englishman, like myself We discovered a bond of unity in the fact that I had been at school with a connection of his, named Church, a son of Florence Marryat by her first marriage She afterwards married Colonel Lean father of my friend Many were the tales that Lean told me about the novelist Through all the intervening years I have treasured Lean in my memory as one of the truest hearted and kindest friends I have met After I left Winnipeg I lost sight of him and have never heard of him since But I met many others, some of them scions of the nobility, others ordinary individuals like myself, but all gripped by the same demon of unthrift, those who had money drinking themselves to death and those who had none preying on those who had There were a choice few who held aloof but they were in the minority I am thankful to say that I never had an overweening love for liquor so I survived the ordeal, not through excess of virtue but simply as Dr Johnson would have said through stark insensibility After a winter of discontent during which Hall had been lucky enough to land a job of carrying clothes round for a laundry and I had obtained more strenuous employment by taking a job of bucksawing wood in the back yard of a German Jew named Shantz from Berlin (Kitchener) we met together to discuss ways and means Our conference led us to apply at the C P R offices for work down the line on our way homewards We were given employment, with free passes to get to our destination at the Plot, now Fort William On counting up our worldly wealth was found it to consist of 75 cents all of which belonged to Hall as I had been bucking cordwood for my board and lodging and had nothing We agreed that we could make the 75 cents do till we got to Fort William and that by purchasing that worth of gingerbread and washing down our meal with water we would feel the equal of the wealthiest in the land Gathering our worldly possessions together and bidding an affectionate adieu to my generous hearted employer who was kind enough to tell me that he was sorry to part with me and would take me back at any time, I shook the dust of Winnipeg from my feet, determined that the next time I landed there it should be in very different circumstances. We managed to keep body and soul together with the gingerbread and when we got to our destination at "The Plot," as Fort William was then called, we were told off to shovel coal on the C.P.R. trucks, and advised to board at the Neebing House, a big white-painted wooden structure, standing close to the banks of the Kaministiqnia River. That was really my first introduction to the truly seamy side of life. The beds were beyond measure filthy and the company was worse. Amongst an agglomeration of Swedes, Russians, Negroes, Dagos and out-at-elbows Englishmen, Hall and I soon found our lot was not a happy one. After two days heavy shovelling on the trucks my right hand developed a felon and I had to rely on Hall to lend me money enough to keep going till I was well again. He obtained work for the two of us in cordwood camp run by Graham and Horn, steamboat agents and wood merchants and after a few days helping in the kitchen I went into the woods and started chopping wood. I was an adept at chopping as I had already had three years or more experience of it in Parry Sound so it was not hard for me to earn enough to pay Hall back what I owed him and pay my board bill besides.

We put in a strenuous time in that camp as the choppers were an unruly outfit and would fight at the drop of the hat. I had an early experience of this when I got into trouble with a man who had stolen my socks. They were the only pair I possessed and I had deposited them under the stove to dry when I came in from work at night. When I looked for them I found them covering the pedal extremities of a giant named Jim McGrath. Not to enter too closely into details I got back my socks, but only because Mr. McGrath was so astonished at my hardihood in bearding him that after throwing me over his head on to the red-hot stove (he was the champion wrestler of the neighbourhood) he put me on my feet and handed me over the socks. "Young man," he remarked, "You've took me when I'm feelin' good-natured, if you'd took me when I was feelin' real ugly I'd have knocked the daylights out of you—Here's yer socks." As I was only anxious to regain my belongings, I was quite pleased when he returned them. He always took my side afterwards and helped me out of many a tight place with the other ruffians in the camp.

We managed to put in the winter fairly comfortably and then, thinking we would better our condition, hired further up the river to chop wood for Sheriff Carpenter. As my memories of Sheriff Carpenter and of his son are not particularly pleasant ones I shall only say enough to remark that both Hall and I were very pleased when we bade that gentleman and his enterprising son farewell We were both compelled to carry our trunks down the line towards Port Arthur and seek another boarding-house as the Sheriff genial gentleman had told us that we needn't hope to pass the night in his establishment seeing that we had thought fit to give warning and we were therefore no longer in his employ

I can see ourselves now, each carrying a trunk on his back, wending our way down the road to Port Arthur looking anxiously for any sign of a boarding house to rest our tired bones Ten o'clock at night is scarcely a propitious time for seeking an abode and we found ourselves compelled to pass the night sitting on our trunks by the side of the road sleeping as well as we could in that uncomfortable position Hall was getting pretty well fed up with this vagabonding and yearned for home and a bath He said to me, "Look here DelaFosse aren't we two blazing idiots to be voluntarily cutting ourselves adrift from civilization in order to see how the other half lives? As soon as I get to Port Arthur I'm going to write for money to go home" I was more than half inclined to agree with him but the lust for adventure was strong within me and I told him that though I would be sorry to part company with him I intended to put in one year at any rate before I returned to the backwoods

We trudged into Port Arthur next morning and with what little money we possessed we purchased bucksaws and saw horses and started soliciting jobs in the back yards of the wealthier residents By night-fall we had managed to strike employment and also to gain an entrance into a passably clean boarding house not one of the sort that charged ten dollars a week but clean and cheap nevertheless

We used to sally out every morning with our saw horses on our shoulders and at the end of a few weeks were fairly conversant with the back premises of the houses of the Port Arthur gentry But this was Hall's expiring effort He wrote as he had threatened to do and on receiving money from home took the first steamer back to his people We parted from each other with regret He had been a good friend to me and possibly I had been a fairly good friend to him but it was hard work saying good-bye to him. Henceforth I was thrown entirely on my own resources and in order to make assurance doubly sure that I should have to work in order to live I deliberately sent home a Letter of Credit for £25 which a compassionate uncle had remitted to me from England

I sometimes felt sorry that I had succumbed to such a fit of exuberant self reliance However as events turned out, such a token of independence did me good with the powers at home My first act after bidding good bye to Hall was to hunt around for something more elevating and remunerative than sawing wood I had always had a penchant for writing and immediately on my arrival in Port Arthur got busy and indited one or two poems for the periodical of that day, the Port Arthur Sentinel They were accepted, with many thanks and no cash but through their agency I became acquainted with Mr Stilwell, an Englishman, who was then owner or editor of the paper I shall never forget my first meeting with that gentleman He had been pointed out to me as editor of the paper so I made bold, one day, when I had my sawhorse on my shoulder to accost him and ask him if he could oblige me with some literary work After talking a few minutes he was kind enough to say, "I see that you are an Englishman like myself and of course I am always anxious to help a fellow countryman, in this case more particularly so as I see that you are a man who has not been brought up to saw wood Come round to my office at 5 p m and I shall have a literary job for you" I thanked him heartily, and he said with a magnificent gesture, "Don't mention it my dear fellow pray don t mention it—it will be one of the happiest days of my life if by any means in my power I have been able to help a man in distress"

I was in no distress but I did not think it necessary to enlarge on that point and hastened to bedeck myself in all the finery I possessed in order to present myself in a becoming manner at the office of the paper Having nothing much beyond a clean collar and a dirty shirt and trousers, I went the round of my friends and managed by dint of great effort to collect together a complete outfit. It was a variegated assortment A pair of trousers from a man called Gavey, who was 6 feet 5 and abnormally thin a shirt from a man who took a 16 collar, and a red tie brand new from a freckle faced youth lately arrived from Ireland When I look back at that time I see elements of humour in it but I was in a very serious mood and most strongly imbued with a sense of my importance when I arrived at the office arrayed in my borrowed plumage

I waited patiently and after about fifteen minutes Stilwell came into the room and saw me sitting in his editorial chair "What the?——" he exclaimed, but recognizing the occupant of his sanctum, he added, "Oh, yes, DelaFosse you've come for that job haven't you?" I purred in a pleased manner that I had "Well," he said, "I am afraid that you won't find much in it at first but you know, one has always to begin at the beginning and climb upwards to the stars That's the way I had to do and look at me now" and he puffed his portly frame till it resembled a barrel. "Now" he continued, "what I want you to do is to carry these papers round town The pay won't be much as we are not able to pay as much as we would like but there is always a chance for a raise for a good man" I was aghast—all my dreams of blossoming out as an editor and influencing the world faded out into the ewigkeit and it was with a very crestfallen look and humble voice that I asked him how much there was in the job "Well" he remarked, "seeing that you are not like some of the useless young devils I've had round me lately, I'll make it worth your while and say $8 a month without board" My first impulse was to tell Mr Stilwell that his overwhelming generosity was too much for me and that I could not possibly bring myself to accept such a munificent offer, but on second thought, seized with the spirit of adventure and seeing that I knew nobody I said, "Well I'll try it for a week anyhow—give us the papers"

I only lasted one night In the course of my round I had to enter a grocery store and had laid the paper on the counter and was just turning to go out when the clerk espied me and called out "Say young feller is that the Sentinel?" I blandly replied that it was "I've a blamed good mind to kick you" the youth shouted, "that paper hasn't been delivered for six weeks past." "Oh indeed!" I replied "Get out of here" he cried "and don't you sauce me" "I'm not going to get out of here" I answered, "until I have found out whether you can kick me out" There were no more papers delivered that night. In less time than it takes to write we were having a rough and tumble fight on the floor and the evening's edition was scattered about in every portion of it First one then the other would be on top and we rolled about and mauled each other in the most approved style of ruffianism Finally we rolled right out of the store into the street and fought in the gutter In about five seconds a howling mob had collected and I was told afterwards that amongst them was the Chief of Police, an Irishman of the name of Burke, who was enjoying the spectacle as much as anybody It was only when an old lady came along and tapped him on the shoulder and told him that he ought to be ashamed of himself allowing such goings on that he took a hand in the game and with the aid of one or two bystanders dragged us apart He was a fine chap was Burke all he said when we were separated was "Get away as quick as you can" We took him at his word—The clerk vanished into the store and I sneaked up a bye street to my humble lodging We were a terrible sight both of us, covered with mud and gore and our clothing ruined I am happy to say that when brighter days dawned for me I was able to make the acquaintance of that clerk and found him not such a bad fellow after all Next morning I went to Stilwell and told him that I resigned the job I said that I was not yet fully qualified to fight in the prize ring and that when I did I would do it under different auspices. What he needed was a John L Sullivan on the staff I sent him a piece of verse afterwards which he did not publish, to emphasize my ideas on the subject.

I returned to my sawing, finding it infinitely more lucrative and free from strife I had an uneasy time of it with my friends when I had to inform them of the damage to their clothing They were inclined to be nasty about it and said unkind things and wondered when I would be able to make good the injury However, I was able to pay them back in a short time as another letter of credit happened along and I was able to indemnify them After some months of buck sawing I had the good fortune to meet a Mr Furlong, a Land Surveyor, who was interested in surveying mining locations and having made known to him my desire to obtain a change of employment he very kindly offered me a place with him on his surveying staff This proved to be the end of my financial worries for he paid me $3 a day, one dollar more than any of the rest were getting owing to the fact that I was an expert chopper, which was what he was in need of

But my adventures in Port Arthur were by no means over I had made friends with a Mr Romaine Winans, a gentleman of roving proclivities with a wide knowledge of liquors, who, like myself, was on his beam ends and taking whatever job came into view We lived together in a little lodging house where we hired a bed room and took our meals wherever it pleased us Winans sometimes came with us on short surveys if he was fortunate enough to be in a healthy condition when we started on our treks but as he so often celebrated the good luck of landing a job by getting drunk the night before we often had to go off without him

We often left poor Winans at home We were away about two weeks engaged on a survey in the vicinity of the Rabbit Mountain Silver Mine which was owned by a half breed of the name of Oliver Daunais, under whose auspices the party was engaged in making further locations Daunais was with us and so was his father in law, an Indian chief, a fine old man of the name of Cheeataw, a Chippewa We had a fairly strenuous time on that survey, and I shall never forget having to carry a man on my back 7½ miles through the woods to the nearest camp. He had severed an artery with an axe and if it had not been for my knowing enough to make a tourniquet by means of my handkerchief and a stick he would have bled to death in the woods. He weighed 180 pounds and as there was no road and I had to make my way over hill and dale, through swamps and across rock-strewn rivulets, and sometimes even over gorges where a single tree felled across proved to be the only bridge it may be gathered that it was a real task. It took me all day, but I accomplished it and had him landed safely in the Port Arthur hospital which was situated at the foot of the Ridge and was under the care of the Roman Catholic Sisterhood.

My memories are very keen of that particular survey because on my return I took my washing to a Chinaman to get washed. He handed me a piece of paper with some hieroglyphics on it and I went home happy. At the end of the week I went for my clothing and was handed back a handkerchief and a collar which did not belong to me. As the Chinaman could not talk a word of English and I was equally ignorant of Chinese our palaver came to nothing and I invoked the aid of my friend the Chief of Police in the discussion. Nothing came of that either and the Chief told me that I had better be content and not sue him as nobody could understand the man anyway. On my remarking that I didn't see why a Chinaman should be allowed to go scot free after virtually robbing a man, he said pleasantly that the best thing I could do was to take it out of his hide and he guessed the magistrate would treat the thing leniently. Common assault was so common in those days owing to the squabbles amongst the navvies that a mere misunderstanding in which a Chinaman might get his head broken was looked upon as a joke, a good thing for the Chinaman in showing him that he was in a free country. He could steal your clothes and get off with them and you could, on the other hand, retaliate by breaking his head and get off with that. I went home in a very dejected frame of mind and poured out my woes into Winans' sympathetic ear. "Leave it to me, old man" he observed, "I'm not going to see you stuck—just watch your uncle." He went out and I settled down in a chair to cogitate over the matter. In about half an hour an emissary from the Police Court presented himself at the door and handed me a note. It proved to be from Winans telling me that he had been landed in jail for turning the Chinaman's laundry upside down and turning the Chinaman himself into the road. He asked me to come and provide bail for him so that he might be able to get home and have his tea in peace. I went to the Police Court, and didn't have much trouble in arrang ing with my friend the Chief to let Wimans out of the cells. He appeared next morning before the magistrate and was let off with a small fine. In speaking to me about his experience at the laundry, he said that he had got so tired of trying to make the Chinaman understand what he wanted that he simply took him by the scruff of the neck and threw him out of doors and then proceeded to gather up such articles of attire as he thought I might require in order to make good my loss. As these would have been the property of various unknown individuals it seemed hardly the proper method of procedure. However, the matter blew over but I never got my clothes again.

A very interesting man whom I met on my varied excursions into the woods was a Captain Walpole Roland, a retired English army officer. He was a friend of Furlong's and used to be of some service to him in an engineering capacity. At that time Captain Roland was a man of about fifty five years of age, slight and sinewy, and with a decided taste for strong drink. He had had many hairbreadth escapes in the wilds, among others, he had been the sole survivor of a landslide in the vicinity of James Bay. He had also had a narrow escape from death in attempting to cross from Red Rock to the mainland, a feat which he accomplished successfully, but his dog was drowned. To-day, after so many years interval I learn that Captain Roland is still alive, and hale and hearty after passing his hundredth birthday.

Another good friend of mine was George McVicar, whose death I noticed in the papers a few years ago. He was an old timer at Port Arthur and I think was a near connection of the Moberly family or of the McKellars. Then there were Russell, the land surveyor, and Frank and Tom Keefer, lawyers, and Wink, also a lawyer, Munro, another lawyer, and Neil McDougall, a well known resident of the town. I remember being invited to a dance at his mother's house and going in a pair of trousers and a dress coat borrowed from my six foot five friend Gavey. It was an awful ordeal as when I entered the room to make my bow to Mrs. McDougall, the strain proved too much for my attire and I had to spend the rest of the evening with my back studiously kept to the wall, for fear of exhibiting the damage done to my unmentionables. As a wall flower I proved a success for I talked to two or three ladies who seemed astonishingly lacking in partners, and apparently glad to have someone to talk to. It was a great night.

My memories of Neil McDougall and of Munro are most vividly connected with a certain First of July celebration when all sorts of sports were arranged for the proper

observance of the day. It has to be remembered that at that time Port Arthur was a very differently constituted place from what it is to-day. The town was simply over run with navvies as the C.P.R. was in course of construction. The bars were wide open and there was a very considerable sprinkling of desperate characters. It can easily be imagined, therefore, that a First of July celebration was altogether likely to be a very lively observance. Amongst the sports on the programme was a swimming race from dock to dock and back again, and there were also rowing and canoe races. The docks were simply jammed with navvies and other onlookers. In those days I was somewhat of a swimmer and the navvies also boasted a man whom they looked upon as a champion. Excitement ran high. Only my own immediate friends knew my capabilities and they bet generously on the result of the contest. About twenty of us started in the race and only three of us kept on as soon as the swimmers struck the water. For sheer iciness commend me to Lake Superior water. I never felt anything like it in my life except when I broke through the ice once and was immersed up to the neck. The race then lay between a man named Paul Giroux, an athletic individual who had once trained Hanlan, and myself. The third man was a negligible quantity, whose name and personality have escaped my memory. It was a fast race. We had to go fast in order to keep the circulation going. To make a long story short, I won by a handsome margin, but for the balance of the day I was kept well in the background. We were informed that a bunch of roughnecks who had bet on the wrong man were determined to get hold of me, so my friends hid me away till the excitement had died down. I was pitted against Neil McDougall and Munro with Paul Giroux, I think for my partner, in a canoe race, but they were too good for us and beat us handily. Perhaps if either of the gentlemen named sees this item the event in question will be brought again to their memory.

Amongst my other recollections of Port Arthur is a very vivid one of a man called Barrett with whom I used to room in a little dwelling onWater Street. He was a terrible drinker and there were all sorts of pledges pinned up on the wall in our room, which poor Barrett had taken at various times and had systematically broken. He was in the throes of another effort to ban drink when I met him and I can remember so well when I first entered his room being struck with the apparent firmness of will he evinced in regard to toping. I asked him to have a drink from a bottle in my possession but he cried in a theatrical manner, "Avaunt, I never take the cursed stuff." Then he pointed to the pledges on the wall

"Don't tempt me, my dear friend," he said, "don't tempt me." I put the bottle away and after a few minutes Barrett called to me. "I'm feeling very weak and tired, to-day. Do you know, a little drop of that cordial of yours would do me no harm." "Remember your pledge" I said, and Barrett subsided. We went to bed and in the middle of the night I was awakened by the sound of something gurgling from a bottle. I sat up, lit the lamp, and discovered Barrett gulping down a generous draught of whiskey from a bottle he had secreted under his pillow. Of course, the end of that poor chap was disastrous. I think I am right in saying that he came to his end by jumping off the taffrail of the Butcher's Maid, a vessel owned by a man named Smith, who was engaged in providing meat supplies for the navvies on the different contracts down the line.

A man named Healey used to keep the Shuniah House, a hotel situated a short distance above Water Street, on a street leading to the Ridge, where a number of us young English good-for-nothings used to assemble at night to sing songs and engage in other festive doings. Healey died and his widow started a boarding house. A friend of mine, named Massey, and myself, took rooms there and stayed for a considerable time. One of the most embarrassing experiences I ever had occurred in that boarding house. Surveys of mining locations used to take me away from Port Arthur for two or three weeks at a time and I was in the habit of coming back to the boarding house at all hours of the day or night. Massey had occupied his room for months and as we were very close friends we used to make free of each other's belongings and walk in to greet each other in a thoroughly unceremonious manner. On one occasion, when I had been absent about three weeks I reached Port Arthur about three o'clock in the morning and, as was my custom, went straight to Massey's room. I tiptoed in and wishing to give him a good scare I reached out and caught what I thought was Massey's hair and gave it a hearty pull. "Wake up" I said. But to my horror, an ear-piercing yell from a woman rang out on the night air. They had changed Massey's sleeping apartment during my absence and on this particular night a married couple was in possession of it. The whole house was roused and I had an awkward time explaining my mistake. Luckily the aggrieved couple were also friends of mine and everything was forgiven. But I very much doubt if the lady in question will ever forget the fright she received on that night.

I could ramble on at pretty considerable length and tell a number of exciting experiences, humorous and otherwise,

but it is almost with a feeling of sadness that the mind reverts to those days. One of the saddest of all experiences was when the Northern Hotel was burnt to the ground. I shall always remember that. One poor fellow, whom I had known, (I forget his name), a traveller for the firm of Carscaden and Peck of Winnipeg, had escaped and was out in the street watching the progress of the fire, when he remembered that he had left some money belonging to his employers in his room. He rushed back but was caught by the falling in of the roof and burnt to death. It was a terrible ending.

Another memory that looms up is of an attempt made one night by a half-starved young man to sandbag me. If he had been successful he would have been able to secure the princely sum of one dollar which I had earned that day by buck-sawing, but he was unsuccessful and I managed to keep my dollar. He told me when I let him go that he had been without food for four days and was driven to desperation. I met him next morning at the corner of the street by Tom Marks' store and he was so shamefaced that he couldn't look me in the face. When one comes to think of it he had done nothing to be particularly proud of.

One funny thing that happened was when one fine day in summer a large party of young men and women started out for the Welcome Islands on a picnic. Whilst they were enjoying themselves a storm came up and the whole party were marooned for the night on one of the islands and had to shelter themselves as best they could. Possibly some of the older residents may remember that episode. There were many nervous parents in Port Arthur that night, anxious for the safety of their sons and daughters.

Our surveying trips took us into strange places. One of our engagements was to survey the stone at Thunder Cape as a gentleman from London, owner of one of the papers there, had come to the conclusion that it was good for paving stones. The Bay was covered with ice and the party started off to trek across to the Cape. I forget exactly how many miles it is distant from Port Arthur, but I know that it took us the best part of the day getting across as we had to make wide detours owing to huge cracks in the ice. It was glare ice at that and mighty hard to keep one's feet on. It was very cold weather and as we had no tents, the entire party made the best of things and built a roaring fire, curled up in their Hudson Bay blankets and went to sleep under the starry sky. During the night a red-hot cinder landed on my blanket and burnt a hole as big as a washbowl in it.

Our peregrinations sometimes took us far afield. In one of our trips we paddled and portaged for miles up the Nipigon River—a wonderful river filled with speckled trout. We were within ten or twelve miles of Nipigon Lake. I can well remember that our party was caught by Mr Renison, the resident Church of England clergyman at the mission of Nipigon near Red Rock, and treated to a sermon of more than an hour's duration. It was raining but that mattered nothing to the zealous clergyman. He stood it and made us all stand it too. It was on that trip that I cut my knee and had to be paddled and helped over the portages home. I was in the Port Arthur Hospital for five weeks recovering from the wound.

A very interesting character whom I met at Port Arthur was an Englishman who went by the name of Dynamite Sutton. He was a gentleman, working for his living, like ourselves, but his specialty was one that none of us would have cared to engage in. He was engaged to cart dynamite to the various contracts along the line. It didn't matter to Sutton how rough the road was. The way in which he would jog up and down the declivities was a caution. I never heard of his being blown up in an explosion. Fortune in this case certainly favoured the brave. Another friend of mine was not so fortunate. He invited me to spend the evening with him in his shack in the hills beyond Silver Current. I was unable to go and it was just as well. Some nitro-glycerine which he was thawing out at the stove exploded and sent him and his shack into widely scattered portions of the adjoining townships.

The last survey in which I was engaged was in the vicinity of Jackfish Bay. We were to survey some copper and zinc locations there and part of our work consisted in having to carry out 160 pounds of quartz apiece on our backs to the lake shore for transhipment to Port Arthur for the purpose of having it assayed. I have carried rough weights in my time but that particular load was the worst I ever carried. Three miles through the Lake Superior woods, over boulders, down precipices and across deep ravines, without once laying down the burden taxed one's strength to the utmost. At the end of it we were so exhausted that to a man each bought a bottle of Northrop and Lyman's Vegetable Dyspeptic Cure at the local railway store and finished it to the last drop. Perhaps it is needless to add that it nearly finished us. But the alcohol in it was what we needed and what we simply had to have.

I would like to add something about the size of Port Arthur and Fort William at that time, but they were neither of them of great account, either in size or importance. We chopped in the woods where some of the present large elevators in Fort William are situated and the biggest building in the place was the old Neebing Hotel, a white, wooden structure, I suppose long since pulled down. There were very few houses in the place and what there were were unimposing. Graham & Horne were the chief magnates of the place and Sheriff Carpenter, I suppose, cut a figure of some sort in the social scale. I was not in the fashionable set at that time.

Port Arthur was far larger than Fort William.

There are many names that occur to me as those of people whom I met during my short and hectic sojourn on the north shore of Lake Superior. Amongst others that of Major Walsh, at one time a noted member of the Northwest Mounted Police. Rankin, a brother of McKee Rankin, at one time a somewhat famous actor, Oliver Daunais, a French half-breed, who discovered the Rabbit Mountain Silver Mine, Kreissmann, a splendid pianist, Colonel Ray, a banker, Chisholm, a hotel keeper, Edwards and Webster, accountants. I remember Webster well, a fine good-hearted chap, with a strong propensity for borrowing and a weak propensity for paying. Now and again others crop up but as the years go by the memory becomes defective and it is only those of whom for some special reason the remembrance still lingers that spring out into the limelight.

The day came when I found I had my fill of adventure and hardship. It had proved a very useful experience. I had gone out to see the world in the rough and found it rougher even than I had expected but it had cured me of one accursed vice of the Englishman. I had started in with an overweening pride of my nationality and in the belief that an Englishman was the superior of any other creature on earth. I had discovered that within decent bounds such a pride was right and fitting but that it didn't make the Englishman, per se, any better than anyone else and that even in the outer ranges of civilization, there was being reared a race of men who could hold their own in the company of Englishmen or anyone else.

I returned home a chastened individual.

JOHN McINTYRE

BY MISS ANNIE E McINTYRE

John McIntyre was born August 8th, 1817, at Glenorchy, Scotland He came to Canada in 1841, and joined Sir George Simpson and party in Montreal They travelled from Lachine to Fort Garry in bark canoes, manned by French Canadians and Iroquois voyageurs. Thence across the plains and over the Rockies on horse back to Astoria, at the mouth of the Columbia River They visited San Francisco, Santa Barbara and the Sandwich Islands From there they went north calling at different places and reached Sitka, Alaska, on the steamer Beaver, the first steam-boat to sail the Pacific Ocean Crossing Behring Straits into Russia, they journeyed on horseback across Siberia to Moscow, where they remained some time, returning after twenty months of travel Many were the interesting stories told of this trip I remember his description of Lake Baikal, where he went in for a swim, as being "liquid ice" Returning with Sir George Simpson to Canada, he visited many of the Hudson Bay Company's posts with him

Fifty years later, he crossed the continent again this time in a luxurious Canadian Pacific Railway Pullman On this trip he saw the wreck of the Hudson Bay Company's S S Beaver at Prospect Point Vancouver, and was able through the kindness of the C P R officials to secure some teak timbers from which he had a table made, which he valued very highly

In 1847 he married Miss Jane Stone, and after some time spent at a Gulf Post, was in 1849 sent to take charge of Brunswick House, a post near James Bay, where he remained for six years

Leaving Brunswick House, with their family of four little girls, three of them being born at this post, they travelled by canoe to Michipicoten, and thence up Lake Superior, camping every night, as of course they had to keep near shore in their frail craft The Rev Father Kohler, S J , begged passage with them from Michipicoten.

Arriving in Fort William August, 1855, Mr McIntyre remained in charge of the post, and later the District, until he left the service in 1878, when the post was practically closed

In the early days the event of the year was the arrival of the Packet, a wooden box with sliding cover which was sent from Montreal with mail for the different posts. It was opened by the officer in charge, mail for his post removed,

sealed up again, and sent on by the couriers to the next post When the box was empty, the out-going mail was forwarded in the same way to Montreal

For some years the only white people were the Hudson Bay Company's little colony, at the Fort, and the Reverend Fathers Chom and Dn Ranquet, at the Mission The latter was a missionary priest, and spent much of his time travelling Then came Robert McVicar and his family, and in 1863 Captain Duncan McKellar and his family

Friendships formed in those early days between these three families lasted through life

At the Fort an event of great importance was the arrival of the inspecting Chief Factor, or Local Governor of the Company, as for instance Edward Hopkins, Robert Hamilton Donald A Smith (Lord Strathcona), Mr W J Christie, etc

In 1870, during the Riel rebellion, when the troops were being taken over the Dawson route to Fort Garry, Mr McIntyre was of great assistance to Colonel Wolseley who was having great trouble and delay in getting boats over the rough Dawson road He recommended their being taken up the Kammistiquia River and over the H B Co's canoe route. Colonel Wolseley did not think that this could be done, but after some discussion agreed The boats, ten at a time with troops and supplies were towed by a small launch from the Station now Port Arthur, to Point de Meuron Here they were turned over to the Indian guides and thence by portage and the water route to the head of the Lake of the Woods without loss or damage Colonel Wolseley and his staff among whom were some men who later became famous as Sir Redvers Buller, General Sir William Butler, Major Bolton, and others made many visits to the Fort and were entertained by Mr McIntyre and his family

In 1871 the S S Chicora of Collingwood arrived with a large party of members of parliament and press representatives General Sir Charles Wyndham, a visitor to Canada at the time was with them Owing to a sand bar at the mouth of the River the party were conveyed in small boats to the Fort.

In 1872 Viscount and Lady Millon, with their family physician, arrived They wanted a quiet place for the summer The only available house was on Mr McIntyre's farm at Point de Meuron, where they remained for some months and where their son and heir was born Another distinguished visitor in this year was the Earl of Dunraven This was a busy summer In September one of Mr McIntyre's daughters was married to Captain John W Plummer she being the first white girl to be married in the district The top floor of one of the store houses had been fitted up as a church, and here the ceremony was performed by the late Archbishop Machray of Rupert's Land, assisted by Rev. Widmar Rolph, Archdeacon Vincent, and Rev. Dr. Bryce, also being present. On the last day of December, 1872 the vanguard of the Canadian Pacific Railroad engineers arrived to run the line westward from Fort William. These were Frank Moberly, C.E., and E. F. Gordon, C.E.

In 1874 the Governor General, Lord Dufferin, with Lady Dufferin and their young son, Lord Clandeboye, and staff paid a visit to Fort William. After taking luncheon with Mr. McIntyre and his family, they were shown over the Fort, the old stone store, built by the North West Company being of most interest. This building had walls three feet thick, iron shutters and roof covered with bright tin. On these shingles many visitors' names were scratched, a few nails being kept handy for this purpose. The liquors for which the Hudson Bay Company were famous, were kept on the first floor, the furs on the second, until packed for England, and powder on the top floor. In some of the buildings were many relics of the old North West Company, flint-lock guns, cutlasses, a barrel of shoe buckles, and many other things of interest to visitors.

From time to time boats arrived from United States ports carrying many excursionists whose great desire was to see an Indian War Dance. With a few gifts, a supply of food, and the necessary paint, this was soon arranged, much to their delight.

When the Indians brought in their winter catch of furs they camped on the Island, (No. 1), across from the Fort, where with their innumerable yelping dogs and beating of tom toms, there was little rest for the light sleepers at the Fort.

Many delightful and interesting people visited the Fort, among them a number of Americans. Some of these returned year after year to spend the summer camping, the wonderful fishing being a great attraction.

When Mr. McIntyre retired from the Hudson Bay Company, he built a home on the bank of the Kaministiquia River, where the C.P.R. Freight Office now stands, near the Depot. In 1880 he was appointed Indian Agent for Treaty Number 3 Indians travelling as far west as Rat Portage, when distributing treaty money. Later the district was divided differently.

He had unbounded faith in the future of Fort William and always declared that the Kam River would be a second Clyde. He was instrumental in having the post office returned to Fort William. It had been removed to West Fort William, to accommodate the village which had sprung up when the C.P.R. made the place the terminal of the railway. The Postmaster General at that time fortunately was a personal friend.

On August 4th, 1857, he was appointed Preventive Officer of H. M. Customs, this commission being signed by Sir William Eyre, K.C.B., Administrator of the Government of the Province of Canada. In 1886 he was appointed Justice of the Peace. This commission includes Peter Warren Bell of Michipicoten, so this Judicial District was the whole of Lake Superior.

He spoke English, French and Gaelic, and so was able to make himself understood wherever he happened to be. He was much interested in the mineral wealth of the district, and made a fine collection of samples which were given by his daughter to the City a few years ago, as were also the cannon which adorn the steps of the city hall.

While at Fort William, three sons and one daughter were born to Mr. and Mrs. McIntyre.

Mr. McIntyre spent his declining years quietly at his home, where he was always glad to see his many friends. He died July 9th, 1899, at the age of 82 years and two months.

PLACE-NAMES

(From the Toronto Globe, by "A Bystander
at the Office Window")

Some one with the time at his disposal and the ability to take infinite pains might do a great work for Canadian posterity by seeking out and compiling the old Indian names by which different sections of Canada were known when the white man first came We are not only in danger of never being able to discover the literary meaning of many Indian place-names but in some sections self-conscious inhabitants have actually succeeded in having substituted for the Indian names some trite word or words neither musical nor colorful

Toronto is an exception having changed from York to the Indian word meaning the Great Meeting Place Fort William, on the other hand, was known in the dim beginnings of its history when it was headquarters for independent fur traders as Wau au eck ing The spelling is our own and was formulated from the pronunciation given by an old Indian Chief now dead He told us that Indians knew the original site of Fort William as Wau au eck ing meaning the Big House, the Big House being the headquarters of the fur company

In like manner the Indian name for the river with the three mouths that empties into Lake Superior at Fort William has had its original Indian name Kaw-maw naw-taw-quaw changed to Kaministiquia which some writers would tell us was a combination of French and Indian languages and means "The river of many mouths" Old Chief Penassie, of the Mission Reservation once brought another venerable Indian headman to prove to us that Kaministiquia was really a corruption of the Indian name Kaw maw-naw taw-quaw, which word did not apply to the river alone but to the whole valley of Fort William through which the river flows Its literal meaning in Indian was "The place where there is always plenty of game"

These are but a few isolated instances of the danger of losing the real Indian place-names as time goes on

NAME OF DOG PORTAGE

One expects to find throughout Canada lakes and rivers with such names as Whitefish Sturgeon Trout Otter and Beaver implying that the waters in question are the habitat of these animals Almost as numerous as these are the lakes and rivers bearing the name Dog but why they should be so called is not apparent One outstanding example is one of the fur traders' routes to the West from Lake Superior which ascended the Kaministiquia river from Fort William, Ontario, crossed Dog Portage to Dog Lake and continued up Dog river. Several explanations have been given for this application of the name according to a report of the Geographic Board of Canada.

The first known reference to Dog portage is as "portage du chien" in an account by the Intendant Begon dated 1716 of a journey up the Kaministiquia river to the Lake of the Woods made in 1688 by Jacques de Noyon. The earliest explanation found by the Geographic Board was contained in the diary of a fur trader who, under date of June 16, 1816, states that the name commemorates a tribe of Sioux who came to the region on a war expedition. He adds that the image of a dog is cut in the ground on one side of the portage and at that time was still perfectly visible.

Keating, the United States traveller who crossed the portage in 1823, explains the name as due to the figure of a dog carved upon the hill over which the trail passes, and adds that "this figure is nearly obliterated." Keating notes that "it is supposed to have been executed by a party of Sioux who had advanced thus far on a war like excursion."

Sir George Simpson, Governor of the Hudson's Boy Company who travelled west by this route in 1841, agrees that the name was first applied to the portage. He states that according to the traditions of the natives, two enormous dogs having taken a nap at the top of the hill on the portage, left the impress of their bodies behind them. "and certain it is" he concludes, "that such figures have been marked on the turf".

SIOUX LOOKOUT

The name Sioux Lookout was given the village just across the bay from the high rock hill on Pelican Lake south of the Canadian National Railway.

At the time of building the railway, many Indians had come to view the vast changes taking place. The oldest of the tribe, Chief Keesiok (Dayskv), now 108 years old, was asked by an official of the railway the name that he thought should be applied to the new station. There was no village there yet, and the old chief said "Sioux Lookout," in his Ojibway. This was interpreted to the official, and the name was accepted. Later on the railway officials thought it best to change the name to a shorter one, and the name Graham was chosen. The village then growing up, held to the original and historic name.

Chief Keesick when requested to explain how the name Sioux Lookout originated, took his listeners over the old and interesting story of how the Sioux chief of the northwest territories had sent some of his young warriors east to meet the Ojibways who were coming up the prairies looking for the handsome Sioux women to make them merry wives. The Sioux flotillas of bark canoes arrived at this very suitable looking camping ground below the High Rock Hill, and it was here that while the Ojibways were coming down the lake, now called Pelican Lake, the coming Sioux spied them from the top of the High Rock Hill, where "young lookouts" well armed with bow and arrow had been placed, and invited the Ojibways to battle for supremacy and which of the two tribes should have the women. It is said that the battle was fought behind the steep and high Rock Hill, which yet can be seen, and where some of the bones of the killed were found many years after. The remaining few warriors not killed narrated the story of the battle to their sons, and Chief Keesick is one of them. Thereafter the spot was called Sioux Lookout, or in the Ojibway, "Praun ootah sha wanh bah min".

(Told by J. D. Mackenzie, District Manager of the Hudson Bay Company.)

ORIGIN OF THE NAME SIOUX LOOKOUT

Many years ago, the United States Government endeavoured to make a treaty with the Indians who were to give up their land, and go onto reservations. The Sioux of Dakota and Minnesota refused to do this and General Custer, with a regiment of soldiers marched against them and massacred many of their warriors and their great chiefs. The balance of the tribe had to leave the country. They were prairie Indians, but they came hundreds of miles through hilly country and dense forests fighting and taking the scalps of any tribe with which they came in contact.

The local Indians at that time were a mixture of Ojibway and Cree, but the majority were Ojibway, and they were warned of this tribe of marauders who were on their way to attack them, so they gathered in the deep ravine at the north side of the mountain fully prepared for battle. The enemy quietly approached from the south, both by land and water, thinking they were unobserved. Stealthily they climbed the mountain to survey the country for signs of the Ojibway. Suddenly a flight of arrows from the ravine assailed them, and many were slaughtered. The Ojibways, uttering their terrible war cries were upon them. Some were hurled down the precipitous side of the mountain, others were thrown in the lake to drown, and the remainder were taken prisoners The captives were taken into the tribe and eventually intermarried with them.

The Chief of the tribe of the Lac Seul Reservation is the great grandson of one of these Sioux Indians The Sioux are a much darker race than the Cree and the Ojibway The Indians ever since have called the mountain Pointx Chanpoosin, or in our language, "Sioux Lookout," for the unsuspecting Sioux had climbed the mountain to look across the valley for the Ojibway.

(Told by Zella Wright, Sioux Lookout.)

INDIAN LEGEND OF LOCH LOMOND

(A tale of the early 70's told by one who heard it from the lips of the participants. From the Times-Journal of 1906, by E. Robin.)

One night when camping at Loch Lomond, away back in the seventies, I met an Indian who had travelled from Grand Marais on a hunting trip. He was short of food, and we gave him a liberal supply, also a little eye water, which had the effect of loosening his tongue, and he told me the following story. This story was told him by his grandfather, and must have happened at least two hundred years ago.

One day a party of two Indians and three squaws arrived at what is now known as Drumtochty, situated at this end of Loch Lomond. There they built their camp, which consisted of two wigwams and a storage tent made of brush. One of the squaws, a young and beautiful girl, had come with the party in search of an Indian brave named Big Wolf, who had told her that he would come back some day and marry her. At that time very few people visited Loch Lomond. The only ones outside of the Indians were a few white men belonging to the Hudson Bay Company who had occasionally gone hunting or fishing to those inland waters. Just at this particular time two white men were camping there. Their names were Fraser and Mackay. They had the Hudson Bay flag flying from their tent pole and the Indians at once made up to them, well knowing that wherever that flag was they would find friends. Nor were they mistaken, as the Hudson Bay people and the Indians always worked amicably together. Well, when the Indians had made themselves known and told their story, Fraser and Mackay at once told them they would help them. It appears that the young squaw already mentioned had come a long way and was anxious to meet her lover. She had found out that he was in the vicinity somewhere and asked the white men if they had seen him. Fraser said that he thought he had seen him some days before at the other end of the Loch, where there was then a large Indian encampment. Next morning they all embarked in canoes, and two hours afterwards were at the place designated. On inquiry for Big Wolf they found that he was out hunting and were asked to see his squaw. "Sun Kissed the Dawn", which was the young maiden's name, grew very pale on hearing this but concluded to see it through and sent at once to where Big Wolf's tent was located. At the tent she met a woman and one little child. Mackay, who was with her, asked if Big Wolf was around, and the squaw replied no and that he went out at sunrise and would not be back till dark. Mackay then asked if she was Big Wolf's squaw, and she replied that she was "Sun Kissed the Dawn," on hearing this, turned round and went back to the canoe where her friends were and told them. Just as she was telling her friends, Big Wolf came along and wanted her to come up to his wigwam, but the girl could not see it that way and entreated her friends to move away, but they would not go. She then applied to the white men who immediately put their canoe into the water with the intention of taking the girl back to Fort William. Big Wolf, seeing this, got two other Indians and followed the white men, keeping out of sight all the while. The Lake happened to be very rough and Fraser and Mackay concluded to stay at what is now known as the Flatt Rocks, near Carp River, through which stream they went in search of fish for supper. While they were gone the Indians came up. They had landed in a bay near by and found out the white men had left the girl alone beside the canoe. Big Wolf caught the girl by the waist and flung her into the canoe, jumping in himself and bidding the others to follow. Just as they pushed the canoe away from the rock, Mackay and Fraser sprang out from the swamp on to the rock, and Mackay unslung his gun, brought it to his shoulder, and put the contents through the canoe causing it to fill up, leaving the Indians in the water. As they all could swim and the shore was only a few yards distant, they soon got back to the rocks. Fraser jumped up and caught Big Wolf as he emerged from the Lake. The two men struggled together but the Scotsman got the upper hand, and throwing the Indian on the ground drew his knife. Meanwhile Mackay held the others up with his gun. They did not seem to want to make any trouble, and told the white men that if they were allowed to go they would go back to their encampment. Upon hearing this Big Wolf got furious, and Fraser's attention being drawn to the other Indians, Big Wolf sprang to his feet, and grasping his tomahawk made for Fraser, and would have killed him, if Mackay had not promptly shot him down. During the fight "Sun Kissed the Dawn" was mostly unconscious but on hearing the shot she got up to her feet, and falling down in front of Mackay, said some words in the Indian language which Mackay could not understand, but he raised the girl to her feet and told her not to fear as Big Wolf was dead and they were going away at once. Fraser and Mackay proceeded to draw the now filled canoe from the lake, and fix it as best they could with some gum taken from the pine trees and part of the dead Indian's clothing. On reaching the other end of the Lake they camped for the night Very early next morning "Sun Kissed the Dawn's" friends came along and the whole party took the trail back to Fort William, where they had to stay all winter

Mackay during the winter made the Indian girl his bride, and next spring, when stores were getting low, he used to take a trip up what is now known as Mackay's Mountain every morning looking for the supplies promised them from the east That is how Mount Mackay came to be known under its present name Mackay soon after his marriage moved with his wife to Sault Ste Marie where many of their descendants now reside

(Note—Mackay was a free trader, living in Fort William sometime between 1821 and 1857, so the suggestion that this incident happened "two hundred years ago" is, of course, wrong M J L B)

NORTH AMERICAN INDIANS

BY N M W J McKENZIE

Dear Madam and fellow members of the Thunder Bay Historical Society at their annual meeting in Fort William Ont

Having in past years read several papers before your Society, I have much pleasure at the request of the President to try and make one more contribution, this time on Indians of North America—the origin and characteristics of some of the tribes

Having lived and traded with Indians for the greater part of my life, in the service of the Hudson's Bay Company, I have had exceptional chances for observation and research on this subject throughout the length and breadth of Canada Any Indians that I have ever met have only tradition to support their many claims of origin and ancestry Their only real knowledge of their origin is that they are here because they are here they know not whence they came nor whither they go so from research and pre-historic records in the mounds and rocks, it has been fairly well established that the Indians of North America are the lineal descendants of the 'mound builders' who lived on this continent long before it was discovered

Christopher Columbus gave the name Indians to the natives of America because he thought he had reached India from Europe by the Western route The opinion is now very widely held that the Indians are the descendants of people who migrated from Asia at a very early period

In the course of many centuries they spread over the American continents and under widely differing conditions developed a great variety of manners and customs, and at the time of the discovery of America by Columbus, were still in the Stone Age, lived in tents and log huts and subsisted mostly by hunting and the chase In the State of Wisconsin are found the most extensive remains of mounds These are constructed in the forms of eagles, bears, serpents and other animals, which probably represent various tribal totems It used to be thought that the mound-builders were an earlier agricultural and highly civilized race which the nomadic Indians exterminated but it is generally held now that they were not conquered by but were the ancestors of the historic Indian tribes Some Indian tribes were found occupying the sites of mounds as late as a century after the discovery of America by Europeans They had no domesticated animals except the dog

The land lying both north and south of the Great Lakes and extending to the Atlantic coast was formerly inhabited by numerous tribes described by the general name of Algonquin and lived by hunting and fishing. The Indians of the Mississippi plain were hunters, living principally on buffalo meat. They housed themselves in skin tents and did not cultivate the soil.

In the Arctic region the Eskimos maintain a precarious existence, depending for food mainly on the seal which they hunt from skin boats when the water is open and at other times from sleds drawn by dogs. Their numbers are small in relation to the immense stretch of land over which they range. They are thought to be connected racially with the Algonquins.

The United States Government dealt with the Indians by treaties up to 1878 and after that by Congressional enactments. In Canada the Government each year pays a certain amount of money known as "treaty money" and distributes a certain amount of provisions to every Indian on a reservation, in accordance with treaties made originally with the various tribes. Industrial schools also are provided by the Government and are maintained by religious organizations. These schools may be attended without charge by Indian children in order that they may receive a training which will enable them to earn a living outside the reservation and so attain to privileges of citizenship.

The number of Indians in North America, about the year 1492, was estimated at 1,115,000. This number steadily decreased until about 1900, but since that date an increase in the Indian population has been recorded so that in 1921 it stood at about 460,000 for the whole continent. The Indians in Canada number about 106,000 and their annual income from all sources amounts to about $12,000,000.

There are many other interesting things about the various tribes of Indians in Canada. There are still a few living on the Mission Reservation at Fort William who can claim to be the lineal descendants of the pre-historic Mound builders, and the original owners of the soil. But who were the pre-historic Mound builders? No one knows and no one will know until the Sleeping Giant awakes, rises and stands on the top of Mount Mackay and there, with outstretched arms, proclaims in Thunder tones who his aboriginal and pre-historic ancestors were.

THE SPIRIT OF THUNDER BAY

BY THE LATE W. W. VICKERS

Nanna Bijou, in the liquid language of the Ojibways indicates Thunder Cape, the sacred abode of the Great Manitou. The inspiration of the great fresh water lake finds expression in the melodious words, "Nanna Bijou."

Nanna Bijou greeted Medard Chouart, afterwards known in history as Des Groseilliers, Pierre Esprit Raddison and their fellow adventurers and fur buyers in the summer of 1662, and if the weary voyageurs ventured to paddle their canoes past the portal at eventide the guardian of the forest, rocks, and waters saluted them with vivid flashes of forked lightning and sonorous reverberating thunder. In days of old before Mount Mackay and Thunder Bay were separated by nature's convulsions, Thunder Bay was landlocked. Now Nanna Bijou standing at the entrance welcomes with fierce anger the visitors who approach from the far flung waters of Lake Superior.

Nanna Bijou saw the rocks and cliffs on the north shore of the Great Lake riven by the hand of man to enable the first Transcontinental Railway to forge the connecting link between the Atlantic and the Pacific Oceans. The spirit of progress was mightier than the god of nature. Nanna Bijou smiles on the great ships which plough the waters of the Lake and regards with favor the great white tiled tubular elevators which store the grain from the western prairies until it is transhipped to the grain carriers and becomes water borne. The works of man to Nanna Bijou were good and worthy of preservation.

The religious concept of the Ojibways was a spirit god, who ruled their minds and hearts from the rugged promontory of Thunder Cape, sometimes known as the Sleeping Indian, and at other times the "Great Thunder Eagle." The spirit that hovered over the Indians was good and they prospered and multiplied under its protection. Medicine men were the priests as well as doctors and their chants and enchantments were based upon the belief that the Great Manitou was a potent god who could and would be propitiated by gifts and sacrifices. The simple faith of the Indians trusting to their belief in a beneficent god was all sufficient and until the missionaries brought the belief in a Christian God, to them they knew no other god. Nature in all its rugged beauty remains, but the Great Manitou, or Nanna Bijou, the spirit of the land, and the people have made way for Christian beliefs and ideals.

The missionaries from New and Old France were the first adventurers in the wilderness and they fraternized with the believers in the Great Manitou. Then came the explorers whose object was to extend the boundaries of New France, and next the fur buyers, individual and corporate.

Colonel Garnet Wolseley blazed the trails and portages between the Great Lakes and Lake Winnipeg, the eastern and northern approaches to the River settlement, and civilization followed the ties and the rails which carried the transcontinental trains. Steam transportation usurped the romantic belief in the Great Manitou, and the spirit of Christian ideals was promulgated among the wilderness people. The spirit is good under whatever name it may be called and is to-day guiding and controlling the destinies of all who believe in the paramountcy of good.

The Great Fiery Eagle of Thunder Bay was the symbol of the airplane which has spread its wings and is flying to the domain of Nenabushoo, the god of the earth's treasures, and Nanna Bijou sphinx like, guards the portal to the riches of the wilderness untroubled and serene, amid the hurrying of many mortals towards the hidden sources of mineral wealth.

WOMEN WHO WERE AT FORT WILLIAM, 1855-1878

BY MISS ANNIE E. McINTYRE

Mrs. McIntyre, wife of John McIntyre, Hudson Bay Company factor, came to Fort William in 1855. The six years previous to this, she spent at Brunswick House, a Hudson Bay post near James Bay. During that time she did not see a white woman, or hardly any money, sending to her sisters in England for things that could not be obtained in the Hudson Bay Co. store. She had the unique experience of crossing Lake Superior in a birch bark canoe, quite an undertaking with four small children. She was very fond of her home, and being most hospitable made many friends. Three sons and one daughter were born at Fort William. She died July 23, 1886.

Mrs. Robert McVicar and two daughters were the next white women to arrive. Mrs. McVicar was a woman of great mental ability. Her gentleness and unfailing kindness endeared her to all who came in contact with her. Miss Christina McVicar succeeded her father as postmaster, which position was retained in their family until the younger sister died in 1899. She had a keen sense of humour, which made her a most welcome and amusing visitor, besides being a staunch friend. Miss Victoria McVicar, a woman of charming manner and strong personality, was known throughout Canada for her courageous action in approaching Louis Riel, the rebel leader of 1870, to plead for the lives of his prisoners.

In 1868 some members of Captain Duncan McKellar's family came over from the south shore, and proved a very welcome addition to the small community. Some time later they were joined by the rest of the family. Of the ladies, Miss Kate McKellar, (afterwards Mrs. F. C. Perry) was perhaps the best known to the public. She taught school for some years, and also took an active part in her church and Sunday School, and in fact, in all good work. She was kind and generous, as all the family were, and never tired of well doing. Her work as president of the West Algoma Local Council of Women, and different organizations is too well known for me to enlarge on.

The youngest and only surviving daughter, Mrs. Deacon, who was of a more retiring disposition is, I think, best known to the public as the first Regent of the John McIntyre Chapter of the Imperial Order of the Daughters of the Empire. It was with difficulty that she was persuaded to take this office, which she filled with great satisfaction. As a charming hostess she is indeed very well known. In the early days she was in great demand as a pianist and as organist for many years of the First Presbyterian Church The family were all musical, and added much to the social life of the place

I may truthfully and without fear of contradiction say that these three pioneer families were the soul of hospitality and always cared for strangers within the gate

Our first public school teacher was Miss Groom an Irishwoman She also edited our first newspaper, the "Perambulator" This she did with the help and co-operation of Mr Peter McKellar who printed it all by hand

Many noted and distinguished women visited the Fort in those early days, among whom were Lady Dufferin, Viscountess Milton, Lady Strathcona, Mrs Hopkins wife of the Governor of the Hudson Bay Company, who was an artist, and another artist was Miss Killaly, both English, Mrs D Morrison actress, Mrs Molyneaux St John who was Kate Rance actress and singer This lady went from Fort William to Fort Garry by canoe over the Dawson trail in 1870 after the troops had passed up Her husband was war correspondent for the Globe during the rebellion

Mrs J Vickers, daughter of Mrs. Moodie, authoress of "Roughing it in the Bush" etc, will I hope, always be gratefully remembered by the people of Fort William for her most generous gift of Vickers Park

Many Americans came from time to time among them some charming Kentucky families Mrs Moore the English wife of one, with her family remained for a winter She was a great acquisition, being very talented musically

Among other women, I should mention Mrs Bernard Ross who was a frequent visitor at the McVicars Then there was Miss Martin who, with three helpers, opened the first convent in the country at the Roman Catholic Mission She was Lady Superior and taught French Miss White taught the white children and the others looked after the Indian school Miss Martin was in great distress at not having any candle sticks for their chapel On seeing some at our house she begged a pair of silver ones for their altar from my mother

Another who could be mentioned is Miss D Fregeau, who taught the public school after Miss Groom left and before Miss Kate McKellar came

Mr E B Borron's family were of interest as his youngest daughter Claire in after years was one of the public school teachers Mr Borron had at one time been member for Algoma

LAC DES MILLE LACS

BY A BYSTANDER AT THE OFFICE WINDOW

(From the Toronto Globe, Nov. 20, 1928)

One of the Northern Ontario lakes, which have held a high fascination for writers and explorers, is that body of water known as Lac des Mille Lacs. Much misinformation has been written about it by writing men who have got off the train at Savanne, taken a canoe ride along the Savanne River, to the upper tip of the Lac and then set out to tell the world about its mysteries. It would take many many weeks in a canoe to thoroughly explore Lac des Mille Lacs, and the possibilities are that the canoeist if he did not have a guide along, would many times lose his bearings and perhaps get hopelessly lost.

The other day we ran across an item in which one writer wondered why the Lac was named Lake of the Thousand Lakes, instead of Lake of the Thousand Islands, thus indicating that he had not investigated the mystery at the southern end of the Lac, where islands and peninsulas of large size composed of what the northerners call "floating muskeg" are shifted about by high winds and change the whole surface contour of the water. In that end of the Lac, at times one may thread through tiny inlets into what appear to be innumerable smaller lakes and doubtless the Lac derived its name from this feature. These floating islands and peninsulas seem perfectly solid under foot, and in the fall of the year are inhabited by game. The last time we visited the Lac we were with a hunting party which secured two moose, both of which were shot on a peninsula composed of floating muskeg. Two of the party who set out in a canoe to explore a chain of small lakes south of the Lac, had a difficult time returning to camp because of a change in the shoreline on their return. A fur trader who was with the party informed them that this change came about through the peninsulas and islands composed of floating muskeg shifting with the wind.

It is a strange lake in many other respects, brooding at night in a strange silence that to the camper is awe inspiring. On it may be seen the pagan Indian and his family paddling in his birch bark canoe to the trading post at Savanne, where he offers his furs in barter for flour and bacon, and other household supplies. The Lac being beyond the height of land at Wraith, is Hudson Bay water, and along its shores and the shores of its tributaries is a country rich in game.

About midway down the Lac is an old Indian burying ground tucked away in a secluded corner of a heavily wooded island The last time we were there one of the birch pole platforms remained intact. On it, sewn into swathings of birch bark, were the bodies of an Indian chief and his daughter, we were told

The Indians of the locality being mostly pagan are quite superstitious They strongly believe in the evil spirit known as Windigo, and a brave who sets out hunting and finds what he believes to be signs left behind by this sinister spirit will turn about and go home, because, as he puts it, "the Windigo chase the moose away Medicine woman mad, she made Windigo" While at the Lac we visited a hut inhabited by a medicine woman, where we saw her perform tricks such as making a home made chair follow her around the room like a dog This woman was an adept at sleight of hand and high class trickery yet she was so illiterate she could not read and could only count to sixteen

At a reserve we noted houses in which several doors had been barricaded with cross pieces nailed over them, and windows that had been similarly treated We were told that the Indians often do this when a death occurs in the family They fear the spirit of the departed will come back for another member of the family, so to keep the departed one out, they nail up the old door, and build a new entrance

Among the Lac des Mille Lacs Indians it is the belief that if the spirit of a departed member of the family gets into the house and catches the eye of any one in the house that person will die Hunters and rovers alike seek charms from the medicine men and women to bring them luck We were successful in securing one of these charms, which a moose hunter was carrying It was contained in a small bottle securely stopped with wax Later we had a chemist analyse it. The charm turned out to be composed of a combination of burnt cork and tobacco ashes

THE LAKEHEAD CITIES OF THUNDER BAY
(FORT WILLIAM AND PORT ARTHUR)

BY THE LATE W W VICKERS

The story of the settlement and commercial development of the wilderness lands on the north shore of Lake Superior interests and enthrals all Canadians who are native Ontarians For upwards of fifty years the writer has been in intimate contact with the District and the people and an inherited interest has made for keen observation and close personal inspection yearly during the past quarter of a century

The pilgrimages to the Head of the Lakes in the early seventies were events in my life and they represented adventures in the new and practically unknown lands in North Western Ontario

The thrills of many discoveries of gold and silver prospects in the District were as exciting as the profitable mines subsequently developed in Cobalt Inaccessability lent enchantment to the prospect and many gold and silver mining companies incorporated under the provincial laws bear testimony of the faith of the shareholders in the promise of mineral wealth of the District The lure of the profitable development of the minerals is still existent and the yielding to a very human trait plays its part in opening up new territory for settlement

To have lived the past fifty years during which the country has been discovered commercially and transportation, steam, gas and electric, has made the uttermost parts accessible there is a note of joy when the woods, waters and forests promise early prosperity for the children and grandchildren of the pioneer settlers of the period between 1850 and 1880

This article should illumine and make enthusiastic the minds of fellow Canadians regarding nature's benefactions to a not undeserving people and teach them how to capitalize for the benefit of the world, the supreme industrial power, Hydro-Electric

When one overlooks the Bay of Naples from Bertolini's Palace one sees Capri and Sorrento in the distance The Bay is fabled in song and poetry classical and modern It is the culture of the Latins which lends colour to the view The North American Continent lacks antiquity when celebrating its joy in possessing beauty spots The beauty of the Golden Gate to the Pacific has attracted the admiration of sweet singers, but their songs are modern

New poets and new singers will acclaim the beauty of Thunder Bay at the Head of Lake Superior. Mariday Park in Port Arthur is in location not unlike the heights in Naples and the outlook over the Bay is even more enchanting. The rugged promontory of Thunder Cape and the Welcome Islands supply the places of Sorrento and Capri. The distances are much the same but in Thunder Bay the water is fresh and is also deeply blue.

In the year 1872 the writer first visited the settlement of Prince Arthur's Landing and Fort William. The conspicuous physical features of the former were a huge rock at the water's edge of Thunder Bay and a few whitewashed buildings. There was no dock. The steamer "Chicora," known in the war between the North and the South as Blockade Runner "Letter B," was unable to enter the River Kaministiquia owing to a sandbar which had formed at the main mouth. The Hudson's Bay Factor at Fort William, John McIntyre, came out in a sail boat with his Indians and a landing was made at the Fort. Both banks of the river were thickly wooded and a few settlers had very small clearings. The Indian Mission, two miles up the river, was a busy place and under the wise guidance and control of Chief Missoubi enjoyed a normal life.

The beautiful valley of the Kaministiquia with Mount McKay in the foreground, was arcadian in its peacefulness and simplicity. The era of romance has disappeared with the birch bark canoe and the advance of civilization has created new problems which in many phases eliminate the sweetness and kindness of intimate living conditions associated with the isolation and loneliness of the wilderness. The whistle of the locomotive of a transcontinental train now supplants the Indian canoeman's melodious chant while paddling along the river waterways.

Upon the occasion of my first visit to Fort William the atmosphere was distinctly Scotch. John McIntyre, who had crossed the Continent in 1846 with Sir George Simpson, was in charge of the Hudson's Bay Company Fort. The McKellars (Peter, John, Archibald and Donald), the McVicars and the MacLaurins were clearing lands on the river for agricultural purposes, all of which lands are now in the limits of the City of Fort William. The province with a view to encouraging settlers sold lands at twenty cents per acre cash and the patent issued when eighty cents more was paid. There were no roads except upon government maps and the river and the bay were the means of communication and ways for transportation.

The Ojibways lived in a constant state of terror owing to the frequent hostile visits paid to them by the warlike Sioux from Minnesota. The Sioux had cut and blazed what

is known as "The Old Sioux Trail" from Pigeon River to James Bay. The trail was a secret one. When in 1870 Colonel Wolseley found that the road to Lake Shebandowan from Prince Arthur's Landing had not been completed he enlisted the assistance of Governor McIntyre of the Fort William Hudson's Bay Company Post and Simon J. Dawson, a civil engineer living in Prince Arthur's Landing, and was able to transport his Red Coats by the Rivers Kaministiquia and Mattawin in crude batteaux. Point de Meuron, ten miles from the mouth of the Kaministiquia, was in those days a military camp. Wolseley finally reached Fort Garry, now Winnipeg, at the junction of the Red and Assiniboine Rivers, by way of Lake Winnipeg. His arrival was unexpected and Riel with his followers evacuated the Fort without a shot being fired by either of the forces. The Old Sioux Trail and water route were no longer secret as the Indian hieroglyphics and pictures marking the trail and portages were read and followed by the expeditionary force.

Even in the most ancient of times rumour had it that the silver mother-lode was close to the Old Sioux Trail and as the Sioux used at times silver pointed arrows and belief was strengthened that silver in abundance could be discovered. Prospectors from all over the world have since sought the mother lode but with the exception of Silver Islet at the toe of the Sleeping Giant in Thunder Bay there has been no successful silver mine operated.

Canada's monopoly of the pulpwood industry encourages the investment of millions of dollars in pulpwood limits, pulp and paper mills, and hand in hand with this investment is the development and expansion of the water powers of the swiftly flowing Nipigon and other rivers emptying into Lake Superior. The intimacy between pulp and power is very close as without efficient Hydro-Electric power the production of pulp and paper and the trans-shipment of the streams of golden grain from the Westerly Provinces would be most difficult and expensive. Cheap electric power is an economic necessity and in the manufacture of pulp and paper, as well as the rapid loading and unloading of grain in and out of the elevators at Fort William and Port Arthur, the Lakehead Cities on Lake Superior, nature supplies this requirement. The railways bring the grain to these cities and "rail meets keel" through the use of the twenty-two elevators which have an aggregate storage capacity of over sixty-three million bushels, and others are under construction. The pulpwood limits are practically North and Northwest of Lake Superior and contiguous to the Nipigon, Black Sturgeon, Kaministiquia and Seine rivers. Under the prudential regulations of the

Ontario Government which controls the pulpwood limits in this area all pulpwood must now be completely manufactured into paper in the Province of Ontario The leases from the Province of Ontario to the pulp and paper manufacturers provide for the conservation of the pulpwood area to be cut through clearing the brush and replanting Settlers who have purchased their lands from the Crown are still permitted to sell their pulpwood for exportation

It is difficult, under present day conditions to recast the early explorations of the country abutting the North Shore of Lake Superior Today one finds two of the brightest cities of their populations in Canada and accessible by steamers during the season of navigation in thirty-six hours and by train at all seasons of the year in twenty four hours from Eastern Ontario, and twelve hours from Winnipeg in the adjoining Province to the West, Manitoba Before the advent of a through railway from the Atlantic to the Pacific in the month of November, 1885, the Head of the Lakes was isolated from civilization for a period of six months each year and the pioneers when the emergency of a visit to Eastern Ontario arose, were compelled to snowshoe the whole distance on the ice-covered Lake Superior and Lake Huron to one of the Georgian Bay ports where the railways terminated Today with two daily newspapers, telegraph, radio and the telephone these cities do not differ from any other cities in Eastern or Western Canada and are as closely in touch with commerce, politics and society as the people in Toronto, the seat of government of the Province of Ontario

PULPWOOD

In the Lakehead Cities of Fort William and Port Arthur there are four pulp and paper mills, two within the limits of each city, and another pulp and paper mill is now in the course of completion on the Nipigon River Each of these structures is large, necessarily located upon the river bank or the water front, as the case may be and travellers, saws, barkers crushers and pulp and paper machines are operated by electrical motors, and electrical power enters into every operation from the time the pulpwood is picked up in the stream by the traveller until the paper is rolled into the cars. The capital expended in connection with the construction of the buildings, the installation of machinery as well as the purchase or leasing of limits is large, but Canada's monopoly of the production of newsprint and paper invites the investment of a large sum of foreign moneys in the establishment of the paper business

In one mill at Fort William two machines produce 218 miles of paper daily, a sheet being 30 feet wide, and the essential qualities are all preserved, strength, finish, formation and colour, with freedom from holes or defects of any kind. One modern newsprint machine producing 120 tons of paper a day requires the wood from 36 acres of forest land to maintain its operation and the total daily production in Canada means that the trees have to be cut from 1600 acres or 2½ square miles of land. The Canadian newsprint mills have a capacity of over 1,500,000 tons per year and averaging 1½ cords of wood to each ton of paper the consumption of wood to make 1,500,000 tons of paper would be 2,250,000 cords of pulpwood.

During the winter season pulpwood is piled on the shore line of the Bay in front of Port Arthur for the use of the local mills and export to the United States.

Even the ice is utilized for the same purpose, booms inside the breakwater preventing loss when the annual break-up occurs.

The distribution of the product is becoming a greater problem than ever. New railways have been projected to the limits having terminals at Albany River and to the markets south of Pigeon River, the boundary between Minnesota and Ontario. The demand for paper and newsprint has increased and there is no difficulty on the part of any of the mills in disposing of the whole of its products.

POWER

Fifty years of progressive development is a relative statement concerning any part of the Province of Ontario. When applied to the District of Thunder Bay at the Head of Lake Superior, the largest of the great inland lakes and the boundary between the United States and Canada, there is a special significance. In no part of the Province has the transformation from the wilderness to the varied commercial and industrial conditions been more complete. From small, isolated communities depending for support upon very limited means of developing the lumber, fur and fish industries the Lakehead Cities of Fort William, the River Port, and Port Arthur, the Lake Port, have now an aggregate population of about forty five thousand people and their transportation facilities rail and water including the grain elevators and pulp and paper mills, are of profound interest to the people of the world. In the early upbuilding of commerce the people of these cities were dependent upon steam, either on land or water. Now Hydro Electric power has become an industrial factor which seems capable of infinite expansion. The rocky

North shore of Lake Superior is cut here and there by different rivers, all of which are capable of being harnessed for the development of electrical energy. The cost of the erection of dams, power houses and transmission lines is fabulous but the capacity for the production of a merchantable article like electrical energy cannot be accurately measured. It has been estimated that about 24 per cent of the Hydro power in Ontario is now utilized and some of these water powers are located on the Arctic Watershed and others on the Lake Watershed. The locations of the power stations seem no longer important, provided that the market for the power can be reached by transmission lines. In the Province of Ontario the Hydro-Electric System have erected a plant at Cameron Falls on the Nipigon River which now produces 50,000 horse power with a potential increase of another 10,000 horse power and this 60,000 horse power will be further supplemented by a new power station which it is proposed to erect two miles nearer Lake Superior on the Nipigon River at Alexander Falls which will be capable of producing 69,000 horse power and will entail a capital investment by the Hydro Electric System of $7,500,000. The market for this power is in the Lakehead Cities and the industries dependent upon this power are the pulp and paper mills, as well as the maintenance and operation of the huge grain elevators. The twin transmission lines from Cameron Falls to Port Arthur are about 80 miles long and from the heart of Port Arthur to the heart of Fort William is in the neighbourhood of 5 miles. The Kaministiquia Power Company taking its power from the Kakabeka Falls and the rapids above generates 35,000 horse power. With so much electrical energy available for use in industries of every kind the future of these cities is one of assured prosperity. The expansion of the pulp mills to paper mills to fulfill the requirements of the Government will lead to heavy capital investments and the operations in the pulpwood limits and in the mills themselves will lead to the employment of much skilled labour, as well as unskilled. The supply of raw material for pulp is practically inexhaustible and, as has been said, the expansion of electrical power to take care of the raw material is unlimited. Untold wealth is in the rocks, forests and marshes of the wilderness and the near wilderness.

The use of the waters of Lake Michigan by the City of Chicago in connection with its drainage system involves the diversion of the waters of the Great Lakes to the Mississippi Valley. The volume of water withdrawn is said to be 5,000 cubic feet per second. The effect is to change the standard water levels of the Great Lakes and the continued use of the public works in aid of navigation constructed at great cost by the Governments of Canada and the United States is imperiled Unless the States affected and Ontario are able through joint action to stop the wrongful use of the water there appears only ruin for navigation on the waters, improved and unimproved, of the Great Lakes.

The Greater St Lawrence Waterway is a vision of the people at the Head of the Lakes Duluth, Minneapolis and St Paul are enthusiastic supporters of the plan

The international aspect creates both advantages and difficulties in the promotion of the plan

The Hydro-Electric possibilities of the St Lawrence independently of, and incidental to, the deepened waterway plan are now under serious consideration by Canadian and United States engineers The engineering estimates of the cost of the development of 2,400,000 horse power within five years are $238,000,000 Canada would share equally in the power developed and in the cost of production The relative importance of the deepened waterways and Hydro Electric power plans are in sharp contrast when consideration is given to the economic advantage of the use of the deepened waterways and the sale of Hydro-Electric energy for commercial purposes.

In the month of January, 1926, the Ontario Government entered into contracts with five pulp companies at the Head of the Lakes to supply certain quantities of pulpwood annually for a period of twenty one years with two extensions thereafter each of ten years. It is estimated that 200,000,000 cords of pulpwood are available for manufacture into pulp and paper and newsprint At the present time the production of newsprint is 2,500 tons each day from which is derived a governmental revenue of $600,000. The new contracts for the supply of pulpwood entered into will increase the production to 4,500 tons per day and the revenue to $2,000,000 per annum Provision has been made for reforestation and the area covered is 20,000 square miles East and West of Lake Nipigon It is intended to expend $70,000,00 additional capital in the development of the pulpwood resources The natural increase in population will be at least forty thousand The pulp companies have agreed to completely manufacture newsprint and paper in the Province and will extend their plants by installing paper making machinery. The conversion of the wilderness into profitable pulpwood areas goes on apace and soon lands unsurveyed, unmapped, without topographical and geological legends will be few in the neighbourhood of James and Hudson Bays.

GRAIN

Twenty-two elevators, part on the banks of the River Kaministiquia and part on the shore of Thunder Bay, represent the storehouses through which the five principal grains are transferred from the railways to the holds of the grain steamers In the early days the elevators were vast wooden structures, readily inflammable, and with very few contrivances to facilitate the handling of the grain Today the elevators are palatial, tubular structures, handsome in appearance and workmanlike in their operations. Internally they are marvels of efficiency They require few hands to operate and there is a vast deal of electrical power used in all their operations.

It is difficult to measure the crop for the year 1925 but the five principal grains which passed from the railways to the elevators and thence into the holds of the grain carrying steamers through these ports aggregated 305,422,574 bushels This total was represented in bushels—Wheat, 224,586,638, Oats 39,957,161, Barley, 30,528,617, Flax Seed, 6,662,675, Rye, 3,687,283 Yet another computation shows that this total represented 866 cargoes in Canadian vessels and 527 cargoes in United States vessels and 7 cargoes in vessels of other countries. In the year 1925 the shipments to the United States ports were in excess of the shipments to Canadian ports—149,298,197 bushels against 167,286,416 bushels. Not unnaturally Buffalo leads all the receiving ports of either country for 1925 with a total of 115,509,566 bushels. The Canadian crop was in 1925 a good average crop and as there was a failure in Argentine Wheat the price paid for Canadian wheat was satisfactory to the growers. In the span of a lifetime one has seen the time when not one bushel of wheat was received at the Lakehead Cities for trans-shipment When the Canadian Pacific Railway was opened for traffic from Winnipeg to the Head of the Lakes elevators of the old type were erected The package freight steamers on the Lake were sufficient for the amount of grain received With the increased settlement of the Western Provinces the flood of grain from Alberta to the Lakehead Cities began. New elevators became necessary and the modern, efficient types were erected The cargo steamers, in sympathy, improved in size and carrying capacity with the result that many cargoes are in excess of 500,000 bushels

Power, whether steam, electric or gasoline, has played its part in reducing the wilderness of rock and water to terms of commercial advantage It is a striking comment that five-sixths of the Canadian flax was marketed in the United States The investment by the two railway companies is $3,500,000,000 and $1,500,000,000 have been devoted to the construction of railway lines for the transportation of the grain and other commodities from the Western part of Canada to the Head of Lake Superior

In the month of November, 1925, Canadian grain inspectors checked 66,056 carloads of grain, 54,917 of which carried wheat, probably the largest number of cars ever received at the Lakehead Cities in one month in the history of transportation

PARKS

Municipalities adjoining and themselves removed from other municipalities concentrate upon the perpetuation of early conditions Their history is romantic and in the establishment of great natural parks the citizens are constantly reminded of the progressive movement towards higher and more expansive development of their resources

In Fort William Chippewa Park represents an area of 750 acres bordering on the shore of Thunder Bay and invites the citizen and the visitor within its gates, as well as the motor tourist, to contemplate the grandeur of Nature under primitive conditions. The birch bark wigwam and Zoo serve as reminders of life in earlier and less hectic days Peace and quietness reign and the wilderness is a sanctuary for the flora and fauna, and the animal and bird life of the District

Current River Park in the East end of Port Arthur is a similar resting place with the Lyon Drive as an added attraction for the home or visiting motorist

THE PEOPLE

The development of the District of Thunder Bay which has a territorial area of 340,000 square miles proceeds in an orderly way Industry and commerce follow the accepted precedents and each year marks some new steps in advancement

The mental and physical activities of the people are at present devoted to the work in connection with the service clubs and ability of an exceedingly high standard is shown in the control and management of the clubs While these clubs serve a limited useful purpose the question arises whether the same amount of thought and time expended upon the management, control and administration of the affairs of the District under County organization would not bring greater rewards and create a greater unity of the peoples of the Lakehead Cities

The linking of the Townships and city corporations in one body would afford opportunities to the ambitious and talented youth of the District

For fifty years the District has been under the direct control of the Provincial Government. The people have always looked outside for money, help and guidance. They have been kept in leading strings and their independence of thought and action is restricted.

Some day in some way the District will attain its freedom from outside control and the sturdy, virile people of the North Country will show the fruitage of the excellent educational advantages, as well as living conditions, enjoyed by them.

The District will be developed through its own natural resources, directed by people who know where they lie, how they can be used, and the manner in which they can be marketed to the greatest advantage of the District.

The people have ample leisure and the automobiles owned in the Lakehead Cities have a value of over $1,000,000. The highways are kept in admirable condition by the several municipalities, city and township. It is no longer a hardship to be compelled to live there in any season of the year. The people are friendly with each other and with visitors from all over the world.

The old demon of isolation has been relegated to the District of Patricia and the North Pole. With an increase of 40,000 people during the next few years consequent upon the enforced expansion of the paper-making industry, the people will become broader minded and too busy to waste time in petty intercity differences.

When the Canadian Pacific and Canadian Northern Railways were under construction Westerly and Easterly of the Lakehead Cities the people were migratory. A large number moved as the sections of the railways were completed. There was a feeling of impermanence and the energies of the people were directed rather to the building and operation of the railways than the upbuilding of the towns. This unstable condition has now passed and the cities retain their inhabitants.

The assumption by all the citizens of municipal responsibilities creates a new civic spirit which is based on broader lines and encourages the hope that the Lakehead Cities will be controlled by one municipality. Nearly thirty nationalities make up the population of the two cities and there are as many religions. Religious intolerance is not encouraged and the people are united in all endeavours to promote the development of the District.

The Ukranians are an important factor in West Fort William and their churches and cemeteries remind one of the barbaric splendour of South Eastern Europe. The children are rapidly becoming Canadianized under the teaching of the public schools and their aptitude in learning their lessons enables them to educate their parents. The melting pot works overtime

The month of August in the early eighties was the picnic period Day steamer excursions to Thunder Cape, Silver Islet, Welcome Islands and Pie, Jarvis and McKellar Islands gave pleasure and instruction to youth and age The men took miner's picks and fishing poles and the women and children adventured in milder ways.

The life was full of joy and contentment and was most healthful for all concerned All responsibilities were put to one side and every excursion was an event worth remembering A picnic basket shared meant acquaintance, friendship and goodwill "The Neff" and the "Three Friends" no longer float

It is idle to attempt to prophesy what will happen in the next fifty years It might be of advantage to concentrate upon the next five years and study carefully the progressive development of the basic industries in which may well be included the super development of the water powers in the District The District is a veritable Pandora's box, the lid of which is about to be lifted

HISTORY OF THE CANADIAN PACIFIC RAILWAY

BY A F HAWKINS

Madam President and Members of
the Historical Society, City of
Fort William

First let me express to you my great appreciation of being here with you to-night and also to thank you sincerely for the honor you have conferred upon me in asking me to speak to you on the early history of the Canadian Pacific Railway.

In 1868, an Imperial Order in Council gave Rupert's Land and the North West Territories to the fledgling Dominion Manitoba entered Confederation in 1870, followed by British Columbia in 1871 The Dominion of Canada now extended from the Atlantic to the Pacific—but in name only A railway linking East and West was needed to develop a national spirit in the far flung people Rebellion and secession threatened the stability of the young country in those difficult years When the Riel Rebellion broke out at Fort Garry in 1869, troops from the East took 95 days to reach the disaffected area So long as the North West remained isolated from Eastern Canada, there would be danger of further outbreaks. The physical barrier presented by the rocky north shore of Lake Superior kept Ottawa from a sympathetic appreciation of the problems of the white and half breed settlers on the prairies The discontent along the Red River was so apparent that the United States sent a special agent to Winnipeg to report on conditions His opinion was that the "speedy Americanization of that fertile district was inevitable" unless the British connection was strengthened The question of annexing the North West had even been discussed in the Congress of the United States

The threat of secession came from British Columbia As part price of its acceptance of Dominion authority in 1871, British Columbia had written into the Terms of Union a clause binding Canada to "undertake to secure the commencement simultaneously within two years from the date of union of the construction of a railway from the Pacific towards the Rocky Mountains, and from such point as may be selected east of the Rocky Mountains towards the Pacific, to connect the Seaboard of British Columbia with the railway systems of Canada and further, to secure the completion of such railway within ten years from the date of union "

Ten years from 1871 the hopes of the Fathers of Confederation had been only partly realized The nation was not a unit The energy which might have been utilized for the commercial development of the nation was spent in agitation and argument. Macdonald's first attempt to build the railway as a Government enterprise had ended in his resignation in 1873 and in Mackenzie's succession to power.

Mackenzie believed the construction of the railway within the allotted ten years an impossibility, so that the Dominion therefore was not bound to observe the full letter of its promise to British Columbia. He remained in office until 1878. In that time, the Government let contracts for two small sections of the railway, from Selkirk to Emorson and from Selkirk eastward.

Macdonald was returned to power in 1878 on the so-called National Policy. He carried on Mackenzie's programme of piece meal construction for the next two years letting contracts for the completion of the line from Port Arthur to Winnipeg, for the line westward 200 miles from Winnipeg, and the line from Yale towards Savona's Ferry in British Columbia. Only 264 miles of the main line had been built when the ten years agreed upon for its completion were nearly up.

Something decisive had to be done at once. Macdonald had no choice. Millions of public monies had already been sunk in the project. The nation's word was pledged to the completion of the railway. Yet Canada faced bankruptcy, if saddled with the huge additional outlay necessary to build the railway from coast to coast.

Macdonald announced his intention of entrusting the stupendous enterprise to private interests. He went to George Stephen of Montreal, a merchant and banker who had made a startling success in reviving a small railway in the western United States. Macdonald was not particularly friendly to Stephen. Stephen was the one Canadian he knew who might possibly be able to build the railway, and Macdonald wished above every other consideration to keep control of this main artery of the new Canada within the country.

It is probable that if Stephen and his associates had a fore-glimpse of even a part of the difficulties, abuse and bitter antagonism they were to endure before they completed their task, they would never have undertaken it. They were not young. They had already achieved hard won successes, and were looking forward to retirement from business cares. Their motives in accepting the work could not have been other than patriotic.

Few men of that day believed the railway could be completed, and there were fewer still who believed that once completed it would ever be made to pay. Judged by the money already expended by the Government in building a very small portion of the whole railway, the capital outlay threatened to be enormous. In all the Northwest there were only 165,000 people It was hard to imagine traffic originating on the prairies and the Pacific Coast in volume large enough to pay the bare operating expenses of the railway

The contract calling for the completion of this railway was signed on Oct. 21st, 1880, and called for it to be completed within ten years Special representatives were sent to England and the greatest financiers of the world were interviewed with regard to raising capital for this great enterprise, but they were told that the scheme was impracticable, fool-hardy and wild-catting; but such men as Geo Stephen, Duncan McIntyre, J B Hill, Richard B Angus and others had given their word to the Parliament of Canada and defeat could not be entertained for a moment They had plighted their reputations, their fortunes, their all, therefore, notwithstanding what difficulties, what obstacles were thrown in their path, they were filled with a great determination, a wonderful courage, which helped them to overcome what seemed to be insurmountable difficulties.

If we had time to follow these early pioneers through those difficult years of construction, we would come to a better realization of the great obstacles they had to overcome In one instance a lake had to be lowered ten feet Over 12,000 men and 5,000 horses were employed at one time in the building of the railway around the north shore of Lake Superior Three dynamite factories had to be built; the dynamite alone cost over $1,200,000; three miles of track which had to be built around Jackfish Bay cost $1,200,000, one mile alone costing over $700,000

Time will not permit me to go into further details. Suffice it to say that due to their indomitable spirits, success crowned their efforts and we find that it was on November 7th, 1885, that the last spike was driven, at a little halting place in British Columbia called Craigellachie The ceremony was performed by Mr Donald A. Smith, surrounded by a representative body of men, who with brief words of congratulation, lifted a hammer and with the well directed blows of a man not unaccustomed to manuel exercise, drove in the last spike of the Canadian Pacific Railway—which opened up to the commerce of this country, the lands and peoples beyond the Pacific Ocean

Before nightfall of the day which witnessed this memorable ceremony, a telegram arrived from the late Queen Victoria, through the Governor-General, Lord Lansdowne, graciously congratulating the Canadian people on the national achievement which Her Majesty was well advised in regarding as "of great importance to the whole British Empire"

Let us not overlook the fact that the railway was completed in less than half the time the Government contract called for

We all know the wonderful development which immediately started at the completion of this railway, the great uncultivated lands of Western Canada have since been turned into the greatest grain producing country in the world, hamlets, villages, towns and cities have sprung up all over this vast Western country—showing a development unparalleled in the history of the world In addition to this the Canadian Pacific has bridged two mighty oceans has connected four continents and has taken the name of Canada to the farthest corners of the earth

Since 1885 the Canadian Pacific Railway has expended nearly $75,000,000 00 for colonization, land settlement, irrigation, etc , a sum greater than that expended by the Dominion of Canada on similar work over the same period The Canadian Pacific Railway Company has established more than 55,000 families on lands in Canada and has settled more than 30,000 000 acres If time would permit, I could go on enumerating the part that this Company has played in the development of our country

This development, together with the expansion and growth of the Canadian Pacific Railway, is a much more intensely interesting story than any fiction book ever written, because it involves the history of men who, by their courage and their devotion and loyalty to Canada, made possible the great development that has taken place Let us picture for a moment those millions of acres of uncultivated prairie lands, this wild and rocky north shore of Lake Superior, the many hundreds of miles with comparatively few settlers, then when we remember these men who were the founders and builders of Canada's first transcontinental transportation system, we cannot help but realize what a wonderful vision they must have had that would enable them to have faith in Canada's future and see these millions of acres turned into beautiful fields of golden grain ripening for harvest This helped them to realize that the great essential thing at that time was to be able to find some means of compressing the vast distances, levelling the mountains and erasing the wildernesses, which isolated the people one from the other

The founders of this great railway and the men who succeeded them, have been largely responsible for its phenomenal growth In the brief space of less than fifty years, the Company has grown from very small and obscure beginnings until it has reached such a magnitude that the sun never sets on its possessions. To day it owns and controls 20,146 miles of railway, 73 steamships with a gross tonnage of 396,809 tons It owns a chain of 13 hotels in Canadian Cities and summer resorts, and 11 bungalow camps in the Rocky Mountains and Ontario a telegraph system with 138 564 miles of wires and 24 800 miles of cables, carrying messages not only to every important point in Canada but to every important point in the world The Canadian Pacific Express Company affords Canadians a world wide transportation and financial service of inestimable worth It operates by land and sea over 31,336 miles and has 7 044 offices and correspondents at home and abroad

It might be interesting to note that value of a twelve car passenger train is $685,000 00 The total cost of rolling stock in average freight trains between Winnipeg and Fort William is $284 000 00 During the grain rush, an average of twenty four trainloads of wheat leave Winnipeg eastbound containing rolling stock to the value of $6,816,000 00

There is also a similar movement of equipment westbound from Fort William which makes a total value of freight equipment moving daily between Fort William and Winnipeg of $13 632,000 00, when you add to this our four transcontinental trains, you can add another $2 740 000 00—which makes a daily investment of rolling stock alone running over this division of $16,372 000 00

Now let us look at the development of our Twin Ports which has taken place in recent years The Canadian Pacific Railway Company built the first elevator at Port Arthur—which is known as the "Horn Elevator"—in 1883, this was followed by the building of "A" in 1887, which was afterwards followed by "B" "C" and "D" The first elevator to be operated by interests other than the Railway Company was the Empire Elevator, which commenced operations in 1904 This was followed by Ogilvie's Consolidated and Western Terminal Elevator Just as soon as the Railway Company saw that other companies were providing storage for the handling of grain, it discontinued activities in elevator construction

To give you some idea of the great growth and expansion of our Twin Cities, the following figures will be interesting

The C P R handled during the crop year of 1900-01	5 959,920 bus
The C P R handled during the crop year of 1910-11	52,027 350 "
The C P R handled during the crop year of 1920-21	112,000,000 "

The C P R handled during the crop
year of 1927 28 176,034,560 "

In looking over the freight handling through the various Canadian Pacific Sheds at this point I find there has been a gradual but steady growth since 1915, as the following figures will indicate:—

Year	Tonnage Handled
1915	457 089
1920	428,265
1921	495,819
1922	495,317
1923	565,380
1924	589 667
1925	573 593
1926	609 137
1927	659,346
1928 (10 months)	567,687

In less than half a century, the Twin Cities have grown from one small elevator with a capacity of less than half a million bushels to the largest grain handling port in the civilized world, with a total capacity of 85 000 000 bushels In addition to this we are equipped with most modern freight handling devices and other very important industries such as paper mills, etc, and yet we have hardly touched the fringe of our great natural resources There are yet millions of acres of land to come under cultivation in addition to the great mineral resources as yet undeveloped If this great development has been possible during the last fifty years, who can predict the future of Canada?

I think we might say with every assurance that the prophecy of Sir Wilfrid Laurier will surely come true and that the Twentieth Century will surely belong to Canada

HISTORY OF NEW ONTARIO

BY MISS M. J. L. BLACK

New Ontario, as generally understood, covers all the territory north of the Nipissing and French Rivers and Lake Superior, and west of the Quebec boundary, for this entire district has a unity of history and interest that cannot be divided. In spite of this statement, you will find me focussing my attention on the Kaministiquia, and you might naturally charge me with being partial to my own section. This criticism would not bear examination for, to all the early explorers this entire district of Ontario, was of but slight interest. They all passed it, dazzled by the glamour of the Orient, and the western sea, their eyes being holden that they should not appreciate the wealth and beauty that lay at their hand. It was these explorers who featured the Kaministiquia, and not I, for they saw in it the entrance to the great mysterious land of promise for which they were looking. The importance that they gave this, as a transfer point, does not lessen our own appreciation of the possibilities of this spot, for it is a recognized fact that all great cities have grown up on sites that were considered strategic points by the Indians and early explorers.

The exploration of this great area—nearly 400,000 square miles is still in its infancy, only the outer edge being touched, but it is well to recall some of the heroes who have trodden that fringe, for in the stories of their lives, one finds the history of Canada, as well as that of our immediate District.

Champlain, the "Father of New France", came to America in 1608. His instructions were to open up the fur trade for the benefit of the government—his own life desire was to make use of the fur trade, to open up the country for settlement purposes,—so within a few months of his arrival in the country he was making his way up the Ottawa, down toward the Lake that was to bear his name hither and thither covering an extraordinarily wide district. In 1611 he heard of the waterway to the James Bay, and his imagination was fired when he had an interview with a young Frenchman, Nicholas Vignau, who had been living among the Indians and who reported having visited the northern sea. The Indians undoubtedly used the waterways from the Ottawa to the Bay but probably only slightly and the stories that they told the imaginative Vignau were founded on fiction quite as much as on fact. Such as they were, aided by Vignau's own inventiveness they were sufficient to fool Champlain himself who started with four servants, including Vignau, to follow up the route

They had only gone a short distance up the Ottawa, when Vignau was made to acknowledge that his claim was a hoax, and that that was the limit of the district he had seen. Disappointed, Champlain returned to Quebec He was not discouraged though for two years later he returned to the Ottawa, and after a long and arduous trip discovered the Nipissing and the route through to the Georgian Bay, and then turned down south Many years later, in 1867, a souvenir of that early trip was found between Mud and Turtle Lakes a surveyor's instrument, an astrolabe, that bore the initials of the great explorer

Etienne Brule, who was later to be the first white man to put his eyes on Lake Superior, was a servant of Champlain As his name has been given to one of our bays, it is of added interest to us to learn of his character, as well as of his deeds Parkman, in referring to him says "Brule, that pioneer of pioneers, the famous interpreter" He understood the Indians and had but little trouble in getting on with them, though in the end, he was killed by them when he attempted to rescue one of his helpers Brule accompanied his master on many important trips but also did a great many on his own He had already explored the upper reaches of the Ottawa, before Champlain got across to the Nipissing, for the Champlain map, of 1612, indicates lakes Temiskaming, Kepawa, and the rivers Mattawa, Antoine, and Jocko, all of which had undoubtedly been discovered by Brule

Jean Nicolet's great discovery was Lake Michigan in 1618, and as far as I know he did not come up into this part of the country at all His influence however reached us for in definitely opening up the Nipissing French River route and establishing friendly relations with the Indians he gave to the French the monopoly of the fur trade for many years Nicolet was certain that he was on his way to China, so he carried with him a very gorgeous Chinese outfit, in which to greet the oriental potentates

While the Nipissing French River route was practically the only way to get across to the Great Lakes its popularity was greatly increased by the fact that it was fairly safe from the Iroquois, so a point as far off as the habitat of an Indian people, has had some bearing on the opening up of our part of New Ontario

The next important epoch in the history of discovery in this part of the country was that of the brothers-in law Groseilliers and Radisson They explored Lake Superior in 1654-56 The south shore, they covered carefully and it is believed that they also reached the James Bay, via the Albany River, probably following the old Sioux trail They returned by Moose River to Lake Superior, and then down to Quebec, carrying with them a great consignment of furs. On their arrival they were treated badly by the government and their furs seized. The French official little realized how far reaching this act was to be. As a result of it, the two French explorers left the French service, and went over to the English and ultimately persuaded the latter to form the great company that was to be called the Hudson's Bay Company.

In the meantime though, Father Allouez was also doing some exploration in the interior, reaching Lake Nipigon. Here he established a mission among the Indians who were of the Nipissing tribe. One would infer from Father Allouez's report that he felt that mission work in this western part of the country should be done from fixed points, with men to work for their maintenance, and chapels for religious services. Probably if his hopes had been realized it would have introduced a permanency to Indian life and settlement that might have helped to open up the country much sooner than it has been. He, however, had to return to Quebec, and never came back here. It was Father Allouez who named Lake Superior "Lac Tracy" after the then Governor of Quebec and this name appears on the maps for several years.

Sixteen hundred and seventy-eight was a very important year for Fort William, for it was then that Duluth and his party arrived to explore Lake Superior and to re-open the fur trade among the Indians. His brother, La Tourette went into the interior and built forts on the Nipigon, and further north, at the junction of the Kenogami and Albany Rivers, and so diverted much trade from the Hudson Bay Company which was then ten years old. Duluth, himself, built a fort at the mouth of the Kaministiquia, probably about the foot of McTavish street, in 1679, and later explored the Lake of the Woods, and the Winnipeg Basin.

The Kaministiquia River was first explored by Jacques de Noyon, about 1688. He followed the waterways through to the Lake of the Woods, discovering the latter lake. He built a fort on the Rainy River, probably near Fort Frances. Part of his course would follow that of the old Sioux Trail, for none were quicker to find the easiest route than those wily Sioux. Thirty years later Robutel de la Noue came along and rebuilt Duluth's fort on the Kaministiquia, and constructed one on the Lake of the Woods. This river route however was not used to any extent, for the Pigeon River one was found to be rather easier, and the trade was diverted there, for nearly a century. In 1722, we have the first mention of the Pigeon River, when an officer, named Pachot wrote describing its merits.

La Verendrye was the next famous explorer to make his headquarters at the Kaministiquia. He spent the winter of 1731 here, trading in order to make some money for his trip further westward. His ambition was to discover a practical route to the western sea, and though he did not reach his goal, he accomplished much more than it is given to the majority of men to do. He and his sons explored the basin of the Winnipeg, and probably got as far west as the foot hills of the Rockies, as well as covering the basin of the Missouri. However, the special association that we of New Ontario have with his name, is in connection with the tragedy of the Lake of the Woods, when in 1736, his son, and a party of twenty other Frenchmen were murdered by the Sioux on an island in the Lake of the Woods. La Verendrye himself, was at Fort St. Charles on the western side of the lake, up the bay now known as the Northwest Angle Inlet. Provisions and ammunition being needed it was decided to send three canoes down to Kaministiquia and Michilimackinac. Young Jean Baptiste La Verendrye was in charge of the party, among whom was the missionary, Father Alneau. Apparently without warning they were attacked while asleep. Their bodies were mutilated and left on the sand. They were later buried by La Verendrye on the same island, which has ever since borne the sinister name of "Massacre Island."

The Grand Portage at Pigeon River passing into the hands of the Americans after the revolution, it was necessary for the Montreal traders to find another route, and in 1789, the old Kaministiqua one was re-opened by Roderick Mackenzie of the North West Fur Company.

The squabbles between the Northwest Company and the Hudson's Bay Company resulted in Lord Selkirk bringing in his mercenaries the De Meuron regiment, in 1816. They camped up the river at the point that bears their name, and then started out in the winter time to make their way to Red River. Selkirk made a bee-line between the two points, passing south of Shebandowan. Peter McKellar says that he has frequently seen signs of this trail, the first that was ever put through by white men.

In 1857 H. Y. Hind made a report for the government on the country between here and the mountains, with a view to putting through a railway. At that time it was the intention to make use of the water routes in so far as it was possible only connecting them up by railroad. Hind gives a very interesting description of the country and features the agricultural possibilities of the Kaministiquia Valley. In 1858 the government incorporated a company known as the Northwest Transportation Navigation and Railroad Company, which was empowered to construct railroads, roads, and tramways between the shores of Lake Superior and the Fraser River Nothing came of this, but it all indicates that people were learning something about this section, even though it was little more than that of the early explorers, namely that it was necessary to pass through it in order to get to the west

S J Dawson made the next important government report on a road from the Head of the Lakes to the Red River, and in 1870 his course was followed in taking the troops through to quell the Red River Rebellion This road was a very fine piece of work, and many miles of it still remain in good condition The Dawson route followed to a large extent the course of the old Sioux Trail

In the meantime Confederation had been consummated and the government was pledged to build a railway across the continent, and scores of engineers were sent out to discover the best route This opened up the country greatly, but having only the one idea in their minds they did not gather very much information about the country in general through which they were passing

The opening up of the country in the search for minerals did more to make it known In 1845 thirty applications were made for locations on Lake Superior and in 1847, the Bruce Copper Mines were discovered in Algoma In 1868 the Silver Islet mine was discovered and in 1870 Peter McKellar discovered the first important vein of gold at the Huronian Mine near Shebandowan The Sudbury nickel copper deposits were discovered during the building of the Canadian Pacific Railroad in 1882 and in 1899 the greatest iron deposit then opened in the Province, was found at Helen Mine, in Michipicoten It was not till 1903 that the Cobalt silver area was discovered and a great wealth of gold being soon after found men were eager to get into the inland country to explore for more mineral wealth This has added greatly to the knowledge of the geography of our country, but much in all as has been learned, those who know best feel that they are still only on the edge They claim that we will yet find in our interior wealth of mines, agricultural areas, forests and power that will make New Ontario the wealthiest section of the entire Dominion

To deal with the exploration of the northern section of our district, we must retrace our steps to the time when Groseilliers and Radisson threw over their allegiance to France in 1666 and appealed to Charles the Second of England to organize a fur trading company to trade into the Hudson Bay This great sheet of water had been visited by the Portuguese as early as 1558-67 for the Ortelius map of 1570 indicates the entrance to "the Bay". It was not till 1610 though, that it was explored by Hudson, who gave the Bay his own name. He spent a winter at the southeast corner of James Bay, at what is now known as Rupert's Bay. He had hoped to have found a passage to the "southern sea." You will remember that this was the time that Nicholas Vignan was living with the Indians, and studying up his story of his imaginary trip to the "sea of the north." Surely Vignan must have had some pretty direct word of Hudson's party, or he could not have told such a circumstantial story. While at Rupert's Bay, Hudson did a little bartering with the Indians and so was the true forerunner of the "Great Company".

Many of our great explorers devoted their lives to unravelling the mysteries of the Hudson Bay, but all with the same hope that they would some day find a passage to the Orient. In this they failed, but they did succeed in making a record of every turn in the shore line, part of which forms some of the northern border of New Ontario.

In 1668, the charter was given to the Hudson Bay Company by which they became the owners of all lands drained by the Hudson Bay, "excepting such as might be the rightful property of some other Christian monarch." Our two Frenchmen, Groseilliers and Radisson came over with the first two boats, and the former landed with the one of which he was in charge at the same southeast corner that had sheltered Hudson fifty years before. Groseilliers named the river that discharged itself in the bay, the Rupert. The English in the party had no success in their attempts to trade with the Indians, but the Frenchman's long experience stood him in good stead. By flattery and presents he won their confidence, and they agreed to bring him their furs in the spring. During the winter he made many trips into the interior, exploring and making friends among the Indians, and in the spring crowds flocked to Rupert's River to trade with him. Thus was the exploration of the north section of our district commenced. In 1673 the two Frenchmen returned to the allegiance of France and explored on behalf of that government as far north and west as the Hayes River. About this time D'Iberville, known as the "first great Canadian" went across from Quebec, overland, to dispute the claim of the English to the coast territory. He went via the Ottawa, Lakes Timiskaming and Abitibi, and down the Moose River. Once more the original Indian trail proved the only one for getting across the country. The overland route is so much more arduous than the ocean trip, it has never been popular at any time, consequently we have but few records describing that part of the country.

While the Chippewa Indians have been in possession of Northern Ontario from time immemorial they apparently followed another people, or may have been descended from them, though that is hardly likely. These early people were generally known as the Mound Builders. The center of their activities was in the South Central States but remains of their work are to be found as far north as the Rainy River District, where there are still to be seen conical mounds filled with human bones, pottery, and weapons. They probably also worked the copper mines on the south shore of Lake Superior, and on Isle Royale. Their work indicates a very high standard of intelligence, determination and energy, characteristics that were developed much more highly than with the average American Indian. Where these people came from, and why they went away, and where to, no one can tell, but it is probable that they were not war-like, and so were unable to meet the bloody hordes that pursued them. Whether or not it was the Chippewa that exterminated them, no one knows, but our native Indians have always been good fighters and ready to hold their own. They have not indulged in wars to any extent, for their territory was very large and they were content to confine themselves to it. They never figured much in history, for their habitat was too far removed from the territory of early settlement by the whites, for them to take any part in our pioneer life. Their general relationship to the French was always friendly, though the Thunder Bay Indians early found their way to the Hudson Bay for trading purposes, and so had intercourse with the English rather than with the French. It was only when the Northwest and X Y Companies came to Grand Portage and Fort William that their trade was diverted to this end. The Chippewa belong to the Algonquin family, and are closely connected with the Crees and Nipissings. The Crees occupy the more northern part of the country. They all have a fairly extensive legendary history but no attempt has been made to make a full collection of it. Many of their stories are associated with their wars with the Sioux, who occupied the territory to the south and west. This terrible tribe tried to get possession of this part of the country, and for many years they made regular raids coming up from the neighborhood of what is now Duluth, Minnesota, following the inland lakes and rivers. They evidently got as far north as the present town of Sioux Lookout, as the name would indicate, and every now and then is disclosed the remains on rocks of some of their hidden signs. It is supposed that they met their final defeat about 1659, by the Chippewa in the neighborhood of Thunder Bay. Dog Lake was the site of one of their great battles, the success of which was marked by the Chippewa in their making a great effigy of a dog, which still may be seen by those interested Signs of their battles are to be found near Lake Oliver, at Silver Mountain, and on the Welcome Islands as well as in many other places The Chippewa then having the country to themselves gradually deteriorated and their hunting life, which necessitated each family having a large range of country tended to destroy tribal strength

It may be news to many to learn that there was ever a dispute as to whether this part of the country belonged to Canada or to the United States, and yet such was the case The treaty of 1783 defined the boundary as passing "through Lake Superior, northward of Isle Royale to Long Lake, and then through the middle of said Long Lake to the Lake of the Woods " The Americans claimed that the Kaministiquia was the line meant, and that Dog Lake was intended when they said Long Lake Had they won they would have got everything south and west of the Dawson Trail I ran across an old map, the other day, that shows Dog Lake as Long Lake, so perhaps they had real grounds for their claim The British, on the other hand were ready to grant that the Pigeon River might be meant though they claimed that the correct boundary was the St Louis River at Duluth, and gave many very good reasons in support of their claims Of course we know that they finally decided on the Pigeon, but with the understanding that the Grand Portage should be open to citizens of both countries Looking at it from the present one would naturally imagine that that was the only solution to the dispute, but one might also wonder what would have happened to the ports at the Head of the Lakes, if the site of Fort William had been acknowledged to be an American territory or if on the other hand, Duluth had been declared to be in Canada

Another boundary dispute was of even more importance to these cities for the solution was not so easily seen and that was whether or not we belonged to Ontario or Manitoba We have all discussed the question of secession from Old Ontario, but it may be news to you to learn that had it not been for the astuteness of Sir Oliver Mowat in presenting the claims of Ontario we certainly would have been a part of a western province, instead of an eastern

When the Dominion of Canada purchased the rights of the Hudson Bay Company, it naturally wanted to get all it could, and was inclined to encroach on the boundary already claimed by Ontario, in fact the Dominion insisted that our two cities were outside the province of Ontario To solve this dispute it was necessary to find out just what the original

boundary of the French Province of Quebec was, for it was evident that the Dominion in purchasing the rights of the Hudson Bay Company could have no claim on anything originally belonging to the French, and Ontario was only claiming that her northern and western boundaries were identical with those of France.

To find out what these boundaries were, it is necessary to go back to the squabbles between the Hudson Bay Company and the French fur traders. As you will remember, the charter gave the former all the country draining into the Hudson Bay "that was not owned by some other Christian monarch". The Company's policy was to make the Indians come to them, consequently they never went inland to any extent. The French on the other hand, went to the Indians and soon had posts established all through the country, as far west as the Saskatchewan, and right to within sight of the Company's own houses, often, so while the English claimed the territory as far south as the height of land, the French were in actual possession. The French won out in the struggle, and on January 29, 1701, the Hudson Bay Company agreed to the Albany River being the dividing line between their territory and that of the French. This was ultimately accepted, as Ontario's boundary to the north, though not without a struggle, for in spite of that precedent, the Dominion laid claim as long as they could to everything north of the Height of Land.

The western boundary was even more difficult to define, but here again Ontario laid claim to everything that was still under the British Crown that was originally known as Quebec. As you will remember, the continent was divided between the British territory of Canada, and the French of Louisiana, the boundary between which being defined as the Mississippi River to its source, and then due north to the Hudson's Bay Company's territory. (Part of this northerly line is now the boundary between Ontario and Manitoba, and the description of it accounts for the peculiar projection of Minnesota into what would seem should belong to us.)

The Treaty which wound up affairs between England and France after the fall of Quebec defined the western limit of Canada as a line "due north of the confluence of the Ohio and the Mississippi Rivers". This line was six and a half miles east of Port Arthur, and was the boundary of Manitoba as claimed by the Dominion in their act of 1881. There was another boundary that the Dominion was prepared to accept, namely conformance to the Height of Land. This would have given our two cities to Ontario, as that line is about sixty miles west. From 1879 to 1884 there were arbi-trations and appeals to higher courts but finally in 1889, the northerly and westerly boundaries were definitely set forth as they are to-day It was not alone among the politicians that the disputes were taking place Kenora became a hotbed of contention and at one time there were officials from both Manitoba and Ontario claiming the right to jurisdiction The private citizen was in constant trouble in regard to titles to lands and in order to be sure had to take out two titles one from the Dominion and one from the Province

Undoubtedly Ontario was in the right in her claim to this part of the country, and in fact she might well have claimed much further west than she did, for the French were really in possession of the western fur trade to a much greater extent than was the Hudson Bay Company, but we as citizens of the Twin Cities might well wonder, if it would not have been to our advantage had the decision gone the other way As a sea port for the province of Manitoba we would have received much more consideration than we have ever had from Old Ontario

The history of New Ontario from nineteen hundred to the present has been quite as full of romance as that prior to that date but dealing as it does with an entirely different phase it could better be handled in a paper discussing our commercial development That story however would not be complete unless we had information in regard to the past, for the success of Future New Ontario was undoubtedly foretold when those doughty old explorers decided that the wealth of the west was only to be fully enjoyed by using as a connecting link New Ontario

THE UNVEILING OF THE HISTORIC CAIRNS

(From the Times-Journal)

Sept 18, 1928, will be recorded as an epochal date in the annals of this region surrounding Thunder Bay Posterity will recall fondly and authentically that on this day, two cairns of granite, stone and mortar, monuments to adventurous men of the past, and to events of paramount historical interest, not only of local but of national significance, were unveiled in the presence of a distinguished gathering of lake head people many of them pioneers of around half a century of residence here Ceremonies of an impressive character and addresses in which the eloquence of the speakers was matched with material of great historical interest made the day of the double unveiling, one long to be remembered here

The first of the two cairns, erected by the department of the interior of the Federal Government upon the recommendation of the Historic Sites and Monuments Board, was unveiled at Point de Meuron, on the Kaministiquia River, a few miles from the city limits of Fort William a spot of great natural beauty, and for ages the meeting place of primitive travel and traffic of the aborigines of the great plains and the Great Lakes, and the hardy explorers, traders adventurers and pioneers who came after them The ceremony took place at 2 30 on a lovely autumn afternoon

The second cairn was unveiled at 4 30 in the Heath Park, West Fort William It commemorated the turning of the first sods of the two great railways the Canadian Pacific Railway and the Grand Trunk Pacific Railway

At both ceremonies, Mr Peter McKellar, most distinguished pioneer and his sister Mrs Deacon, officiated at the unveiling With them were other pioneers of long residence at the Head of the Lakes Among those others who attended the two ceremonies, were Mayor Joseph E Crawford, Dr James Coyne of St Thomas, representing the Historic Sites and Monuments Board, R. S Richardson, A. F Hawkins, John King, Rev D McIvor, G R Duncan, C H Philpot Hon Dr R J Manion, M P F J O Brien, president of the Canadian Club Dr C C McCullough President of the Fort William Board of Trade, Miss M J L Black, president of the Thunder Bay Historical Society Roy Kirkup, Capt J W Cousins, Capt James McCannel, W A Armstrong and E Langford, president and secretary of the Fort William Parks Board, William Houston, Parks Board, Wilfred Walker Dr W S Pickup, C W Jarvis, Rev Joshua Dyke, Mrs George

A Graham, Robert Weigand, Col S C Young, William Webster, secretary of the Fort William Board of Trade, William Skene, E E Wood, principal of the Collegiate Institute, and members of the staff including M L Cornell, J L McLaurin, Miss Tilden, English specialist, Donald Murie, assistant city clerk, many prominent Fort William women and a throng of other citizens, augmented at the latter unveiling by a host of school children

The inscription on the tablet set in granite rocks that form the substantial monument at Point de Meuron tells in brief the national significance of the spot on which the cairn stands It reads

Kaministiquia Portage

Le Point D'Aterrissage des canots, commencement de la longue portage vers le Grand O'Uest, fut suivie par les Indiens pendant des Siecles, par Jacques de Noyon en 1688, puis par les decouvreurs, explorateurs et commercants, Francais, Anglais et Canadiens

The canoe landing, the beginning of the long portage route to the Great West, was used by the Indians for ages, by Jacques de Noyon in 1688, subsequently by French, English and Canadian discoverers, explorers and traders Site donated by Lt Col Samuel Crawford Young Erected 1927

Mayor J E Crawford acted as chairman of the ceremonies which opened with a prayer by Rev Jos Dyke, pioneer The mayor, in a brief speech, dwelt on the glories of past centuries, and paid a glowing tribute to the brave and adventurous explorers who followed the Indians over this route decades ago Also it was pleasant he said, to have so many pioneers present for they represented a storehouse of historical data that should serve as an inspiration for the younger generation He congratulated the gathering on being represented by the federal government that took note of such events "For this monument," he said, "will stand for ages to tell the story of bravery and heroism of hardy pioneers generations ago"

Miss Mary J L Black, president of the Thunder Bay Historical Society, then was introduced The cairn she said, was erected in honor of explorers, traders and Indians, primarily the Indian aborigines through whom she declared Canada was preserved for the Empire "We owe a great deal to them," she said On behalf of the Historical Society she welcomed the gathering solicited their help in preserving old pictures and prints of this region, historical data, or other material that may prove of great value to the Society

As Miss Black concluded the prow of a canoe was seen pushed above the bank of the Kaministiquia and in a moment a voyageur came into sight, clad in picturesque costume of years ago He carried his frail craft into the enclosure surrounding the cairn, partially upturned the canoe, spread his blanket beside it, pulled his tent over the craft, and with the aid of his axe made a cosy retreat for the night The part was taken by Donald Murie, and revealed to the gathering how centuries ago adventurous spirits may have sought succor for the night on that self same spot

Col S C Young was introduced as the donor of the site on which the cairn was erected

"We stand to-day on historic ground," he said "A spot that links the present with the dim and romantic past, with its picturesque voyageurs, explorers, soldiers and missionaries, who before the advent of the great Transcontinenetal Railways passed to and fro over the 'Long Portage ' The speaker recalled the discoveries of Duluth and the exploration of Jacques de Noyon who passed over the site of the cairn in 1688 in quest of the great inland sea, thought to lie in the west He returned without realizing his dream No white man followed him until the arrival of Roderick Mackenzie in 1789 who as North West Company man traversed the route in his endeavour to replace the route formerly followed via the Pigeon River Then followed legions of traders, explorers, soldiers and missionaries How long the route was used, the speaker would not venture to hazard but there was one thing that posterity can be sure of, that the character of the stout hearted men who penetrated the Great Waters of the North land were of a type that has contributed in no small measure to the building of the Canadian nation a stalwart, courageous, far-seeing people Colonel Young also recounted other interesting associations with Point de Meuron, Lord Selkirk's presence there in 1818, of Lord Milton and Dr Cheadle, the famous explorers in 1870, and Lady Milton, of the birth of the present Lord FitzWilliam The early road to many of the mines crossed the river at this point

There was a mild outburst of applause as Peter McKellar, first discoverer of gold in Ontario, explorer of note and one of the earliest builders of Fort William, rose to address the assemblage Despite his venerable age, he stood firmly and in a steady voice expressed his delight at being present on such a momentous occasion He said that fitting tribute had been paid to the traders and explorers of decades ago, and recounted some of his own experiences taken from memory's storehouse, over the same route many many years ago Many appeared affected at hearing this esteemed personage and there was no doubt as to their affection for the pioneer as they applauded his concluding remarks

Capt J W Cousins, 82 years young, smiling vigorously, was loath to make an address, his excuse being that "I might split my main brace." Everyone roared! Pressed he gave in and standing before the historic cairn, confessed that this was the first occasion in 60 years on which he was called upon to speak. More than sixty years ago, he said, he accompanied a detachment of the 60th Rifles up the Kam River. With 20 guides it took nine days to go from the mouth of the River to Kakabeka Falls, much too long. "But they could not handle the boats," he explained. In concluding, he said that a cairn might well have been placed at the Falls, because one and all had to portage there, whether they liked it or not, a remark that drew laughter from everyone.

The last speaker was Doctor James Coyne of St. Thomas, Ontario, who represented the Historic Sites and Monuments Board. In a brilliant address literally crammed with historical data he told of the important part played by canoe in the destiny of the nation. Dr. Coyne paid his first visit to what is now Fort William in 1871. There were but two houses on the bank of the Kaministiquia. In one dwelt the McKellar household, in the other the McVicar household. He paid a glowing tribute to Peter McKellar, "Your venerable and esteemed citizen and public benefactor, founder of your society, president for many years and now its honorary president. For more than sixty years he has himself been a part of the history of this region. It has been my good fortune to have known him ever since my first visit here, in 1871, and I know whereof I speak. I am sure that we are all one in the hope that he may be long spared to the community he has so long adorned." In explaining the work of the Board, he said that there were certain rules to be followed. Historical events came under three classes, those of local importance, those of provincial importance, and those of national importance. Indians, naval and military events came under the federal classification. Also it was the aim of the federal government to mark the terminus of every great portage among the foremost of which was the Kam Portage. "These stones and tablets are intended to mark the national historic importance of your noble Bay and River," he said. "For ages the Kam Portage was used, how long ago he could not tell. Perhaps millions of years ago, scientists declare through discoveries in strata, in recent years. Water for thousands of years provided transportation and for ages a system of transportation north of the Lakes was the birch bark canoe. It carried the primitive inhabitants and their primitive belongings. He recounted its history, recalled the major events linking Point de Meuron with the past up until the present. He said that it was not his purpose to enter into a history of the great railway companies that followed His main task was to tell the tale briefly and succinctly of nature's wonderful highway of past ages. Everyone who heard him joined in a spontaneous demonstration of applause Space does not permit giving Dr Coyne's address in full

As he closed Peter McKellar with Mrs M Deacon gently pulled the cord that let fall a huge Union Jack draped over the cairn, exposing the tablet The Flag was loaned for the occasion by N M Patterson. As the Flag fell to the cairn's base all joined in God Save the King

From Point de Meuron automobiles conveyed the gathering to Heath Park, where the second cairn commemorating the turning of the first sods of the C P R., and G T P, Railways was unveiled Inscribed on the tablet were the following significant paragraphs "The mouth of the Kaministiquia, for ages the gateway to canoe traffic with the interior, became later the lake port terminal of great Transcontinental Railways The first sod of the Canadian Pacific Railway was cut by Adam Oliver M P P on the first of June 1875 The first sod of the Grand Trunk Pacific Railway was cut by the Right Honorable Sir Wilfred Laurier Premier of Canada, at the Canadian Pacific Crossing on the 11th of September, 1905 The first grain from the west to reach Fort William arrived in 1883 and was loaded with wheel barrows into the steamers for the east"

The gathering was increased in size by many more residents when ceremonies were opened by a prayer by Rev D McIvor, pastor of First Church United In another brief and interesting address, Mayor Crawford as Chairman paid tribute to the founders of the railway systems He introduced A F Hawkins terminal superintendent of the Canadian Pacific Railway, as the first speaker Mr Hawkins recalled the events of that momentous date in Fort William's history, when the first sod of the C P R. was cut by Adam Oliver, the ceremonies presided over by D D Van Norman and the gala day celebrations in the town In brief he outlined the history of the great railway, of its part in the political history of Canada of the obstacles faced by its builders, how they conquered almost insurmountable barriers, to ultimately give to the Dominion one of the greatest transportation systems in the world He paid tribute to the vision of Sir John A Macdonald to the genius of George Stephen (Lord Mountstephen), and to all the early founders and builders of the railway

He was followed by R S Richardson, terminal superintendent of the Canadian National Railways Fortified with volumes of authentic data, he dealt largely with the cere monies in connection with the turning of the first sod of the G.T.P. Railway here, Sept. 11, 1905 by Sir Wilfred Laurier Local men who played a part in the events included C H Jackson, C W Jarvis, L L Peltier, Mayor E S Rutledge S C Young A Macdougall, Dr Hamilton, James Murphy, Dr Smellie Rev Father Arpin, F R Morris E A Mortan G A. Knowlton, W Stephenson, W F Hogarth, John King, many of whom have since been called by death He told of the reception given Sir Wilfred, of the long line of carriages thirty one in number, flanked by collegiate cadets and headed by the Fort William band, that made up the procession that journeyed to the scene of the ceremony In addition a train of thirteen coaches and street cars carried thousands of residents to the spot At three forty-one o'clock, Monday afternoon, Sept 11 1905 with a silver spade, now possessed by S C Young, the Premier cut the first sod Mr Richardson recounted the growth of Fort William in population and in industry since that time

He was followed by Captain McCannel of the S S Assiniboia, who delivered an extremely interesting address on the early days of navigation to the Head of the Lakes

Dr Coyne again spoke, somewhat along the lines of his previous address

The ceremony closed with Peter McKellar and Mrs Deacon unveiling the monument as the gathering sang God Save the King

The work of veiling the cairn was in charge of E Bass

DINNER IN HONOR OF DR JAMES COYNE
SEPT 18, 1928

(From the Times Journal)

A delightful informal dinner party was held last night at the Avenue Hotel under the auspices of the Fort William Historical Society in honor of Dr James Coyne, following the unveiling of the historic monuments here Miss M J L Black, president of the society presided, with the guest of honor at her left hand, and after coffee had been served called upon a few of the local guests to speak before Dr Coyne, the speaker of the evening

A J Boreham responded to the toast of the Railways and spoke of the fulfilment of the prophecies of the Fathers of Confederation, regarding a railway from ocean to ocean, but he saw the end of railway travel since television would soon bring all the scenery that is now visited by rail to a man sitting in his armchair at home

G R Duncan replied to the toast, Industrial Fort William, pointing out the great fundamentals for industries possessed by this city in raw material, power, transportation and water supply

The toast of the Historical Society brought John King to his feet, who said that the members of the society were not so numerous, but were made of good stuff Dr Coyne however had shown them that they still had history to learn about their own surroundings He ended by giving personal recollections of his own connection with railway building in Canada

In commencing his address, Dr Coyne extended greetings from the Elgin Historical Society to its Thunder Bay sister Elgin was one of the earliest societies organized antedating even the provincial society Dr Coyne added that the Thunder Bay Society is one of the best known in Ontario and its president Miss Black and its Past President Peter McKellar, have a name and fame not confined to Fort William An interesting feature of this speech was the reading of a letter written by Dr Coyne during a visit to Thunder Bay on the Chicora, Capt McGregor in 1871 just after the passing through of the Red River expedition One of the prominent objects at Prince Arthur's Landing was the stockade built by Wolseley's soldiers, while the Chicora had to anchor outside the bar at the mouth of the Kam River and deliver its cargo by boat Thus said Dr Coyne, I am one of the oldest of old timers in Fort William He also recalled a later visit to Fort William, when he and his friend were walking be tween two strings of box cars in the yards, on their way to the hotel when they were suddenly met by a racing elephant, and quickly took shelter between the cars Presently they met a man, who calmly asked if they had seen an elephant, as if they were native to the town It had escaped from a circus, and was later found mired on the way to Port Arthur In conclusion, the speaker hoped that both the cities at the Head of the Lakes would realize their hopes for the future

The list of guests were as follows Miss Black, Dr Coyne Mrs M Deacon, Mrs G A Graham, Mrs, E, F Jarvis, R, S, Richardson, Mr and Mrs C W Jarvis, Mrs C H, Kirkup, Miss Charlotte Wiegand, Miss Pamphylon, Mrs N A Archer, Mrs J A Clark, Miss Lenore Clark, Mr and Mrs A J, Boreham Mr and Mrs S C Young, Capt McCannel, Miss Leila Pritchard, Mr and Mrs. G R Duncan, Mrs A, D, Stewart F F Duncan, Miss Mildred Turner, Mrs A F Crowe Mrs, E G Copping, Miss Marjorie Copping John King, Miss Robin and J R Lumby

A WEEK ON LAKE SUPERIOR
(In July, 1871)

BY J. H. COYNE

(From the St. Thomas Journal, 1871)

Thunder Bay is about 25 miles long and 15 miles wide and its whole expanse can be seen from the deck of the steamer. Just west of us, as we lay at anchore, (July 19, 1871), were the flat, sandy shore, and the cluster of new frame houses which is called Prince Arthur's Landing. The houses are between thirty and forty in number, nearly all of which have been erected within the last year. The village is the terminus of the Dawson Road leading to Fort Garry and seems bound to go ahead. A few miles to the south of us, opposite the mouths of the Kaministiquia, are two pretty little wooded islands called Welcome Islands. Ten miles farther south we see a number of high rocky islands running off in a south-westerly direction from Thunder Cape. Just across the entrance of the Bay is the fantastic Pie Island, eight miles long and five miles wide, and very lofty, its western extremity being a mountain, perfectly round, with its walls rising perpendicular on every side to a height of 850 feet. This mountain is called the Pie, from its resemblance in shape to an enormous meat pie. Through the gaps between the islands, is dimly descried Isle Royale, 40 or 50 miles to the south of us. Directly across the Bay, 15 miles distant from us, Thunder Cape towers grandly above every other object in sight, presenting the appearance of a gigantic stairway, rising gradually from the point opposite Pie Island, by six or seven steps, each upwards of two hundred feet high, to an elevation of 1350 feet above the lake. On its northern side the mountain breaks off rather abruptly and is succeeded by a lower range of mountains which wall in the glorious bay as far as the eye can reach. Westward from Pie Island, and just back from Fort William, we see McKay's Mountain, an extensive plateau rising perpendicular from the river bank to the height of 1,000 feet. Behind this again is mountain after mountain running off to the west, until they are lost in the distance. The whole view from Prince Arthur's Landing is one of magnificent grandeur.

During the morning a number of us embarked in a small tug, commanded by an Indian captain, for Fort William. This is situated on the north bank of the Kaministiquia River, about a mile from its mouth, and comprises but one or two houses besides the Hudson's Bay Company's fort and store. Opposite, on the south bank, we observed an Indian village of bark wigwams and canvas tents. The Indians of this region are much darker than those of the Thames and Grand Rivers. Scores of canoes were drawn up on either bank, and in the river were several manned by their swarthy owners. The regular Chippewa salutation is a corruption of the French Bon Jour, and when we shouted it across the river to the occupants of the wigwams, they returned it heartily, laughing as if they considered it a good jest. The river is one of great beauty, being bordered with lovely green meadows and long-armed trees, which sometimes seem almost to shake hands across the clear water. The banks are low, flat, and exceedingly fertile. All sorts of grain are cultivated with good success in the river valley. When the sand bar at the mouth of the river is dredged out, the stream will be navigable for the very largest lake vessels to a distance of twelve or fourteen miles. We walked about a mile up the river from the Fort, admiring the beautiful water, the graceful canoes, the rich fields, and the frowning mountains, but the extreme heat of mid-day, and the insolent familiarity of the black flies, which would persist in forcing themselves upon our notice, compelled us to retrace our steps to the Fort, where we again went on board the tug and returned to the Chicora. After dinner I went ashore at the Landing. Here, and also at Silver Islet settlement, Messrs. Blackwood and Sons of Wallacetown have established themselves in business as general merchants, and have succeeded well in their enterprise. The only object of special note at the Landing is a stockade built by the Red River Expeditionary Force last year as a storehouse. It consists of an earth work, guarded with palisades, and surrounded by a moat. At 5 p.m. we weighed anchor and steamed to the mouth of the Kaministiquia, where we again anchored for three hours, whilst a small boat was sent up to Fort William for the mails. Meanwhile we witnessed a very heavy shower in the direction of Pie Island, though not a drop fell in our neighborhood; and the gorgeousness of the sunset was rivalled by the strange beauty of the rainbow between us and the Pie, the brilliant variety of colors in the rainbow being in fine contrast with the black mass of basalt in the background. At last, about 8 p.m., we started in earnest for Duluth. Passing by Welcome Island, we had one of the grandest views imaginable. Thunder Cape had changed its form as if by magic, and now looked like the extended body of an enormous giant lying on his back, with arms folded on his breast, the round elevation to the north appearing to be the head. Far to the north was the long array of mountain bluffs extending one after another all around the bay. Numerous fires in the woods along the shores cast a smoky haze around their immediate neighborhoods. Westward, Prince Arthur's Landing nestled at the foot of a range of mountains, which had been hidden by the woods when we lay near the village. Southward, between Pie Island and Welcome Islands, was a long vista, extending towards Pigeon River, of lofty islands and mountainous shores, of gigantic rocky bluffs, and dark, receding coves, full of a solemn grandeur, which filled one with awe, and reverence, and wonder; while overhead the clouds marshalled their forces black and threatening, as if about to storm the great Thunder Cape with all the artillery of heaven. Far to the southeast Isle Royale, wrapt in a dim haze of blue, slumbered peacefully on the bosom of the mighty lake. It is said that on the top of the three highest mountains of Thunder Bay there is a lake of clear water, large in size, and of great depth. The Indians have a legend that the thunder is a huge bird having its home on Thunder Cape, where it hatches the lightnings. They say that a thunder storm in the Bay is something terribly grand, each mountain sending back the thunder peals in deafening reverberations. But the sight of a storm was denied us, for the clouds swept by and left the sky clear again, and soon we were on the broad bosom of Superior, with the darkness growing thick around us, and the cold wind blowing across the water.

ADDRESS OF JAMES H. COYNE AT FORT WILLIAM, ONT

SEPT 18, 1928

AT THE UNVEILING OF THE CAIRNS IN HEATH PARK IN THE CITY, AND AT THE KAMINISTIQUIA PORTAGE

On sites donated by Lieut Col Samuel C Young and the City of Fort William respectively, these cairns have been erected by the Department of the Interior for Canada upon the recommendation of the Historic Sites and Monuments Board, whom I have the honor to represent, and I bring you their greetings, firstly to The Thunder Bay Historical Society, for undertaking the programme for the formal ceremonials, and the City of Fort William for its hearty co-operation and also to the sister city of Port Arthur, whose historic cairn has already been dedicated These stones and tablets are intended to mark the national historic importance of your noble bay and river Your Historical Society has done much to preserve and transmit their story to future generations Its work is entitled to public recognition and appreciation, and the gratitude of this and future ages It is fitting on this occasion to offer special felicitations to your venerable and esteemed citizen and public benefactor, founder of the Society, President for many years and now its Honorary President, Mr Peter McKellar For more than sixty years he has himself been a part of the history of the region It has been my good fortune to have known him ever since my first visit to Fort William in 1871, and I know whereof I speak I am sure we are all one in the hope that he may be long spared to the community he has so long adorned

The memorial erected at Fort William twelve years ago through local effort commemorated famous explorers It is a connecting link between the cairns which engage our attention to-day These mark the oldest and the latest phase of your local history

At Point de Meuron, for countless ages, was the meeting place in primitive travel and traffic, of the aborigines of the great plains and the great lakes Such a place of meeting the Kaministiquia River remained after the coming of the French and then the British explorers and traders, with little or no change in its main significance, until a time within the memory of persons here present

But with the turning of the first sod at Fort William of the Canadian Pacific Railway, in 1875, and of the Grand Trunk Pacific in 1905 came a new world, the modern Canada

This Canada of ours, with its marvellous transportation systems, opening up the great wheat belts of the plains, and later the mining areas of the pre-Cambrian belt, and the vast forests of Ontario and British Columbia, linking the commerce of the world, and constituting, in their main trunk lines, two of the greatest of the world's highways, while their branches, like a huge net-work, cover half the continent. So rapid a national development within the compass of a single life is perhaps unequalled in the annals of time. The importance of the Kaministiquia and Thunder Bay in Canada's development could not be more clearly indicated than by the fact, that here were begun two trans-continental transportation systems of such gigantic national and international significance.

Who discovered Thunder Bay and the Kaministiquia River? Probably the brothers-in-law Medard Chouart des Groseilliers and Pierre Esprit Radisson, famous coureurs de bois, coming across the lake from the southwest. Trading among the Sioux, the deadly enemies of the Crees, who occupied the North shore, they had persuaded them to agree to a peace. The Crees received the Frenchmen with great rejoicings. Arriving in a bay, perhaps near where we are gathered, the peacemakers were carried in triumph on the shoulders of their hosts, seated in their canoe "like a couple of cocks in a Basquett," to use Radisson's own quaint phrase. Was it Thunder Bay?

The first map of Lake Superior was the Jesuits' map of 1671. It shows a fair acquaintance with Thunder Bay. The three mouths of the Kaministiquia are clearly indicated, together with the beginning of the long portage and its estimated length. On whose information did the missionaries act? No other source is suggested. We may reasonably infer that the two coureurs-de-bois were here in 1662, first of Europeans to penetrate the Bay and River and perhaps also first to use the portage.

Possibly it was in this bay also that they gathered together the 400 Cree canoes, loaded with furs for Three Rivers whose assemblage is noted by Radisson. Many picturesque pageants cross the pages of the bay's history.

The first European settlement at Fort William, if it can be so called, was the trading post established by Dulhut in 1679 at or near the mouth of the Kaministiquia. Doubt has been thrown upon the identity of the river mentioned by him, but it may be reasonably accepted that he intended the stream still known by the name. The best part of the fur trade was being menaced by the newly formed Hudson's Bay Company. The situation was urgent. The Indians must be intercepted on their way to the great bay and encouraged to come to the

Lake. A chain of posts between the lake and Hudson Bay was accordingly established by the French. In 1679 then, may be dated the beginning of the Twin Cities of Thunder Bay as a trade centre, about 250 years ago.

The post was renewed from time to time. It became Fort Kaministiquia in 1688 under Jacques de Noyon and 1717 under Zacharie Robutel de la Noue. From the head of canoe navigation on the river, the long portage and canoe route ran towards the western plains by way of Dog Lake, although there were doubtless several trails with the same general direction and object.

Before the end of the 17th century, according to a contemporary writer, no less than 3,000 traders, trappers and their families were assembled at the Kaministiquia Fort which had already become the chief entrepot of the Northwest fur trade.

Noyon, in 1688 or afterwards, was probably the first European to travel over the long portage from the Kaministiquia to the Lake of the Woods, and perhaps beyond.

A generation had passed before a since famous rival trade route became known to the French eclipsing for a time that by Dog Lake.

It was about 1722 that the Grand Portage from the Pigeon River began to be commonly used. But from time to time the old route was still followed, as by the celebrated La Verendrye and his sons in 1731. With the conquest of Canada in 1759 the fur trade passed to the British. Montreal merchants immediately began to take over the French Canadian traders and voyageurs and to spread them farther and farther over the Northwest. A number organized themselves into companies, such as the "Northwest Fur Company", and the "X Y Company". The rivalry for possession of the trade grew more and more acute, the Hudson's Bay Company also extending its operations more widely throughout the West, and the competing companies building post for post side by side at many points.

The American Revolution had its effect upon Thunder Bay. The Grand Portage was no longer exclusively British. Accordingly, the Northwest Company transferred its headquarters to the Kaministiquia River, and built Fort William, famous in history. Then the long portage resumed its ancient importance. It would be a long and extremely interesting story to tell of the boisterous rollickings at the Fort of officers and voyageurs from Montreal with the "Northwesters" from the plains. The Northwesters lived on corn meal and water alone and scorned the effeminate voyageurs, the "mangeurs de lard," or "pork-eaters," who mixed pork with their corn

to make it palatable. The revelries of the great dining hall at the Fort have been so fully described by Washington Irving and others as to require no further mention by me.

Nor can I dwell upon the Red River troubles of 1812-16, the rival forts, the vicissitudes of their bitter, oppressive and bloody warfare, where Winnipeg now stands. I can only mention the struggles of the stout-hearted and unfortunate Earl of Selkirk, his hastening to the defence of his settlers on Red River, his capture of Fort William, and arrest of its officers, his construction in 1816 of the Hudson's Bay fort at Point de Meuron, where the long portage began, his wintering there with his armed force of 250 men, largely of the de Meuron regiment, whose name was given to the Point, his subsequent misfortunes and early death. In Highland settlements in old Ontario the tragic story is still told of the trials and sufferings of the Selkirk settlers on the long, long trail from York factory to Red River, and again from Red River to Aldborough, Chinguacousy and other Scots settlements a hundred years ago.

But the Red River war ended from exhaustion, and it was here, within the walls of Fort William, that peace was made and the North West Company was finally amalgamated with the Hudson's Bay Company in 1821. The story of the consummation may be read in full in the valuable publications of the Thunder Bay Historical Society.

Thenceforward the history of the long portage is peaceful enough for nearly half a century. The history of the Fort was that of the Hudson's Bay post everywhere. At certain times of the year, as in the old French days, thousands of Indians, traders and voyageurs, might be seen around the fort. The river and bay were covered with birch canoes. Indians of various tribes, gaudily painted in white, black, blue and vermilion, pitched their bark tents across the river or squatted lazily around the fort. In the great hall, traders and voyageurs held high revelry, to be renewed by the chief traders at Beaver Hall when the fur-laden flotillas arrived in Montreal. Otherwise life was quiet enough. There was no daily mail. The first mail from Canada, consisting of two letters and three papers, arrived in 1858. The "Rescue," one of the first steamers to enter Thunder Bay, brought it. Prior thereto, letters came by way of York Factory from England, once or perhaps twice a year.

It was in 1869 that Simon J. Dawson began construction of the Dawson Road, to Lake Shabandowan. This, the first road to the westward, facilitated the transportation of Col. Garnet Wolseley's Red River Expedition in 1870, when 1400 men with its aid traversed the distance to Fort Garry with a rapidity that amazed military men, and speeded that great leader (afterwards Field Marshal Lord Wolseley) on the road to fame and fortune in his chosen profession By that road from Prince Arthur's Landing, later called Port Arthur, immigrants bound westward made their way to Fort Garry and Winnipeg until the completion of the Canadian Pacific Railway to Winnipeg rendered it no longer necessary for the purpose In 1881 Fort William ceased to be a trading post of the Hudson's Bay Company, and the history of the long portage came to an end

It is not my purpose to enter into the history of the great railway companies, great as is that record of masterly conception, daring adventure skilful organization, engineering genius and administrative and ultimately financial success My main task was to tell the tale briefly and succinctly of nature's wonderful highway of past ages, extending beyond the range of historic record, down to a time within the memory of some of us now here until superseded by the wonderful achievements of the 19th and 20th centuries

For ages, the one system of transportation north of the lakes was by birch-bark canoe It carried the primitive inhabitants and their primitive belongings Their journeys were of necessity directed along the waterways and by portage over short or longer connecting links America is one vast network of innumerable lakes, great and small and branching streams almost interlacing each other For many thousands of miles in all these are navigable for vessels of varying draught Primitive races dwelt near water and, down to comparatively recent times their journeys and trafficking were mainly by water Alike for deep and shallow for carrying round falls, through woods and over steep and stony paths for riding the waves and avoiding the rocks of lake and river, for running and stemming rapids, a special type of boat was required For the purpose, nothing devised by man has equalled that marvel of design and construction of lightness and strength of grace and beauty the birch bark canoe of the Algonquin races

Champlain discovered its necessity in 1603 at Montreal, when he vainly tried to ascend the Lachine Rapids, and made up his mind to trust to the canoe for further discovery and exploration Since then, what has the canoe achieved? Let me briefly summarize

Through the alliance with the Algonquin races, the French acquired a monopoly of the birch canoe With its aid and Algonquin guides, the French were enabled to be the first to discover and explore the North American continent along

the great river systems east of the Rockies, including the St. Lawrence, the Mississippi and the upper stretches of those discharging into Hudson's Bay.

Thereby they added to the dominions of the French monarch as well the vast river basins as the western prairie lands, while the English were still confined almost exclusively to the comparatively narrow strip between the Appalachians and the sea.

Through the birch canoe, the valuable fur-trade became the monopoly of the French until the coming of the Hudson's Bay Company. That great English Company owed its origin to the suggestion and assistance of Chouart and Radisson, who had forsaken their own king and gone over to King Charles II of England, carrying with them their knowledge of the upper country around Lake Superior and their experience of Indians and Indian ways of trade and barter. With the aid of the canoe, French and British in succession penetrated to the remotest parts, to the Rockies, the Arctic and Pacific Oceans, and planted their forts or trading posts in every important centre of native travel. Through this form of occupation, the British title to the northern half of the continent became complete through cession by the French king of his rights in 1763.

Through the canoe, missionary enterprise accompanied or followed the traders and natives throughout the west and northwest to the limits of human habitation, communication was maintained between the scattered trading posts and the central administration in London, and the flag and laws and allegiance of the empire were carried to the most distant regions opened to trade.

But the northern half of the continent remained isolated in sentiment from the Thirteen Colonies, a separate racial, political and religious entity. The American Revolution left it still British from choice, and varied historical tradition and experience. But for the previous occupation of the northwest, it is more than possible that the United States might have claimed and been accorded the whole. Britain would have lost her transcontinental communications. The British empire, as it exists, would have been an impossibility. Imagination may extend indefinitely our national indebtedness to the birch canoe.

In any case, it is to the birch canoe that the early discovery and exploration of your river and bay and of the Great Plains beyond was due. The portage was the "carrying place" of the canoe and its burden. And so, in commemorating the carrying place we are paying a belated honor to that lightest, most beautiful and most graceful of water conveyances, the birch bark canoe.

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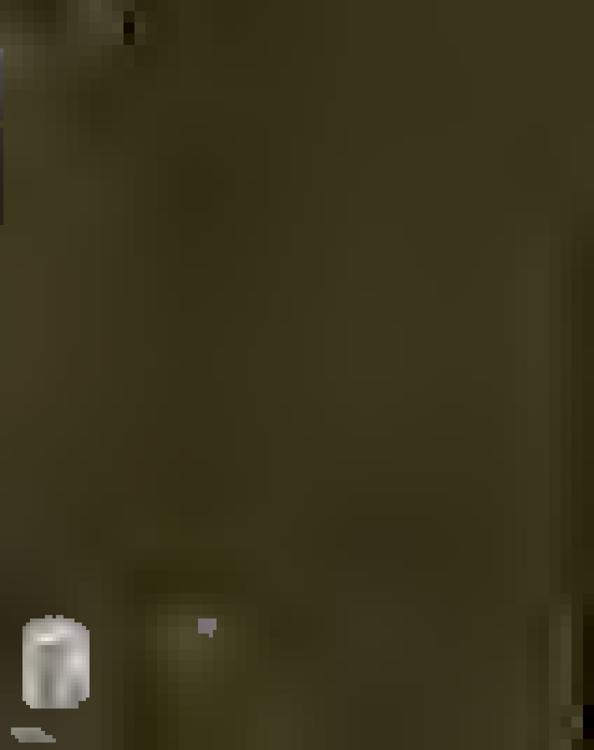

THE THUNDER BAY HISTORICAL SOCIETY

Eighteenth and Nineteenth Annual Reports

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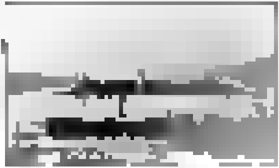

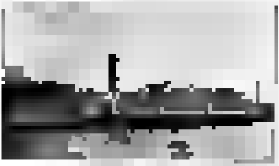

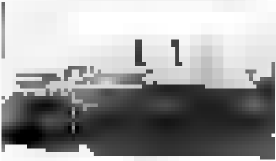

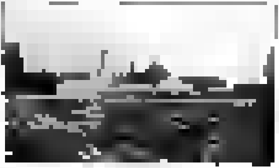

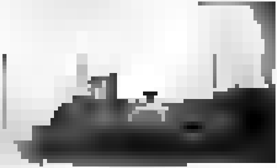

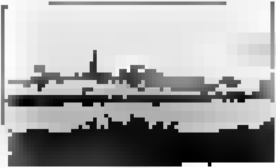

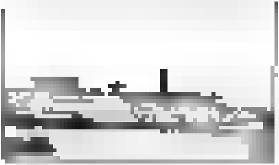

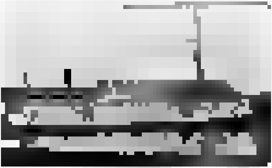

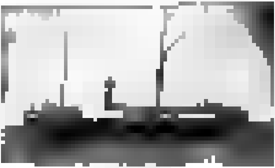

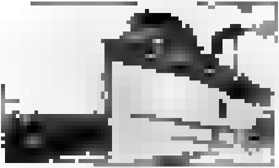

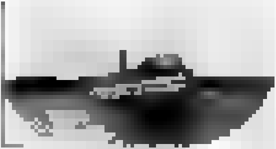

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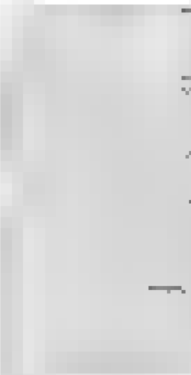

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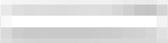

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